

## PART I – POLICY FRAMEWORK

Reference	Theme	Current OP Policies	Proposed Policies (Text <b>additions</b> and <b>deletions</b> )	Summary of Changes
<b>Part I Section 4.3 – The Future Built Form and Natural Environment</b>				
4.3	Key changes	Changes that are encouraged by this Plan are: i) the <i>development</i> of a greater diversity of housing types to meet the changing needs of the population; ii) the <i>development</i> of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of <i>employment uses</i> ; iii) the focusing of more intense land uses into specified mixed use centres and along certain roads; iv) a move towards a more balanced transportation system; and v) a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas. These changes, discussed in more detail below, will evolve gradually and will be designed to maintain the positive aspects of the City's neighbourhoods.	Changes that are encouraged by this Plan are: i) the <i>development</i> of a greater diversity of housing types to meet the changing needs of the population; ii) the <i>development</i> of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of <i>employment uses</i> ; iii) the focusing of more intense land uses <b>and <i>transit-supportive development</i></b> into specified mixed use centres and along certain roads; iv) a move towards a more balanced transportation system; and v) a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas. These changes, discussed in more detail below, will evolve gradually and will be designed to maintain the positive aspects of the City's neighbourhoods.	- Additional text to highlight the importance of transit-supportive development in areas of the city such as mixed-use centers and along certain roads to encourage increased transit use
4.3	Direct growth to specific locations	The Plan directs population growth towards underutilized or vacant parcels in existing communities; to the Alton community in northeast urban Burlington; to certain mixed use corridors; and to the two mixed use centres: the Downtown and the Uptown.	The Plan directs population growth towards underutilized or vacant parcels in existing communities; to the Alton community in northeast urban Burlington; to certain mixed use corridors; <b>to <i>Major Transit Station Areas</i></b> and to the two mixed use centres: the Downtown and the Uptown.	- Additional text to recognize Major Transit Station Areas as areas in the city for future population growth
4.3	<b><u>Major Transit Station Areas</u></b>		<b><u>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</u></b>	- New text introduces Major Transit Station Areas as areas in the city for future population and employment growth. Also provides information

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			<p><u>uses and building types, and densities that will be oriented to support and facilitate transit and <i>active transportation</i>. Located in key areas served by the regional and local transit networks, <i>MTSAs</i> are focal points for higher intensity and mixed-use, <i>transit-supportive development</i> that will accommodate a significant share of the city's future population and employment growth.</u></p> <p><u>In keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.</u></p>	<p>about the Regional Municipal Comprehensive Review process</p>
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## PART II – FUNCTIONAL POLICIES

Reference		Theme	Current OP Policies	Proposed Policies (Text <b>additions</b> and <b>deletions</b> )	Policy Change Theme	Summary of Changes
<b>Part II Section 3.0 – Transportation</b>						
<b>3.3 Roads</b>						
3.3.1 d)		Local traffic needs	d) To provide adequate road capacity to meet the needs of local traffic, transit services and emergency response, but not necessarily inter-municipal traffic demands, which <i>should</i> be met by Provincial and Regional transportation facilities and services.	d) To provide adequate road capacity to meet the needs of <del>local traffic, transit services and emergency response</del> <b>pedestrians, cyclists, transit services, emergency response and local traffic</b> , but not necessarily inter-municipal traffic demands, which <i>should</i> be met by Provincial and Regional transportation facilities and services.	Active Transportation	- Additional text to support active transportation and recognize pedestrians and cyclists as road users.
3.3.1 e)		Grid road network	e) Emphasis will be placed on implementing a more grid-oriented street network design wherever possible in the planning of new <i>development</i> areas and areas of urban growth, to distribute automobile and truck traffic more evenly and provide for more accessible and efficient transit services.	e) Emphasis will be placed on implementing a more grid-oriented street network design wherever possible in the planning of new <i>development</i> areas and areas of urban growth, to distribute automobile and truck traffic more evenly and provide for more accessible and efficient transit services, <b>as well as safe and convenient active transportation infrastructure.</b>	Active Transportation	- Additional text to support active transportation and recognize pedestrians and cyclists as road users.
3.3.2 l)		Pedestrian-oriented <b>and Cycling-Friendly</b>	l) The design standards for roads and streets <i>shall</i> be reviewed with the intent of making them more pedestrian-oriented, while recognizing traffic safety and emergency response considerations.	l) The design standards for roads and streets <i>shall</i> be reviewed with the intent of making them more pedestrian-oriented <b>and cycling-friendly</b> , while recognizing traffic safety and emergency response considerations.	Active Transportation	- Additional text to support active transportation and recognize cyclists as road users.
<b>3.4 Transit Services</b>						
3.4.2 d)		Transit supportive land use	d) Council <i>shall</i> promote the <i>development</i> of cost-effective transit services through <i>transit-supportive land use</i> and transportation plans in areas of <i>development</i> including mixed use corridors and mixed use centres.	d) Council <i>shall</i> promote the <i>development</i> of cost-effective transit services through <i>transit-supportive land use</i> and transportation plans in areas of <i>development</i> including <b>Major Transit Station Areas</b> , mixed use corridors and mixed use centres.	Transit Priority Measures	- Additional text to recognize Major Transit Station Areas as areas for transit-supportive land use.
3.4.2 g)		Increased transit usage	g) The City will promote increased transit usage through ongoing marketing, continuous operational improvements and fare incentives.	g) The City will promote increased transit usage through ongoing marketing, continuous operational improvements and fare incentives, <b>as well as through Transit Priority Measures in accordance with Part II, Subsection 3.3.2 f) of this Plan.</b>	Transit Priority Measures	- Additional text to cross reference to 3.3.2 f) to highlight the importance of Transit Priority

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						Measures to encourage increased transit usage.
<b>3.7 Rail and Air</b>						
3.7.2 a) Policy		Integrate services	a) The integration of rail passenger transportation services with other transportation modes shall be encouraged.	a) <u>The seamless integration of rail passenger transportation services, such as GO Transit and VIA Rail, with other transportation modes through connections such as pathways and complete streets shall be planned for through secondary plans.</u>	Rail and Air	- New text highlights the need to plan for strong connections to transit stations.
3.7.2 b)		Employment uses close to rail	b) The <i>development</i> of lands close to rail lines and rail spur line services <i>shall be encouraged</i> for employment uses.	b) The <i>development</i> of lands close to rail lines and rail spur line services <del>shall</del> <u>will</u> be <i>encouraged</i> for employment uses.	Rail and Air	- Additional text provides more flexibility to include a mix of transit-supportive uses in proximity to rail, where appropriate.
3.7.2 c)		Sensitive Uses	c) Noise and vibration- <i>sensitive land uses shall</i> be discouraged next to rail lines.	c) Noise and vibration- <i>sensitive land uses shall generally</i> be discouraged next to rail lines, <u>or where appropriate, mitigated to the satisfaction of the City, Halton Region, Province and appropriate railway agency, as required.</u>	Rail and Air	- Additional text provides more flexibility to include a mix of transit-supportive uses in proximity to rail, where appropriate.
3.7.2 d)		Noise and vibration <u>and Air Quality</u> studies near railways	d) New residential <i>development</i> and other uses <i>sensitive</i> to noise and vibration <i>shall</i> not be permitted within 300 m of a railway yard. The proponent of land uses <i>sensitive</i> to noise and vibration adjacent or in proximity to railway lines or railway yards <i>shall</i> be required to undertake, prior to <i>development</i> approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region of Halton, the City, and the Ministry of the Environment, in consultation with the	d) <u>The proponent of land uses sensitive to noise and vibration adjacent or in proximity to railway lines or railways yards shall be required to undertake, prior to development approval, the following studies by a qualified person in accordance with Provincial policies, to the satisfaction of Halton Region, the City, and the Province, in consultation with the appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other sensitive land uses and noise and vibration mitigation measures:</u> (i) <u>noise studies, if the development is within three hundred (300) m of the railway right-of-way or</u>	Rail and Air	- New text provides for the opportunity for more sensitive uses in proximity to a railway, where appropriate, while supporting transit-supportive development.

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			<p>appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other <i>sensitive</i> uses:</p> <ul style="list-style-type: none"> <li>(i) noise studies, if the <i>development</i> is within 300 m of the railway right-of-way or 1000 m of a railway yard; and</li> <li>(ii) vibration studies, if the <i>development</i> is within 75 m of the railway right-of-way or a railway yard.</li> </ul>	<p><u>one thousand (1000) m of a railway yard;</u>  <u>(ii) vibration studies, if the <i>development</i> is within seventy-five (75) m of the railway right-of-way or a railway yard; and</u>  <u>(iii) air quality studies, if the <i>development</i> contains sensitive land uses and is within one thousand (1,000) m of a railway yard.</u></p>		
3.7.2 h)		Improvements to existing rail lines	<p>h) The assistance of Federal, Provincial and other agencies <i>shall</i> be sought in identifying areas where existing rail lines create significant barriers to pedestrian access, or to the <i>development</i> of a continuous network of roads. Once identified these areas <i>shall</i> be examined for possible improvements including:</p> <ul style="list-style-type: none"> <li>(i) developing additional grade-separated crossings for automobiles, transit, pedestrians and bicycles; and</li> <li>(ii) developing level crossing controls with gates.</li> </ul>	<p>h) The assistance of Federal, Provincial and other agencies <i>shall</i> be sought in identifying areas where existing rail lines create significant barriers to pedestrian <b>and cycling</b> access, or to the <i>development</i> of a continuous network of roads. Once identified these areas <i>shall</i> be examined for possible improvements including:</p> <ul style="list-style-type: none"> <li>(i) developing additional grade-separated crossings for automobiles, transit, pedestrians and bicycles; and</li> <li>(ii) developing level crossing controls with gates.</li> </ul>	Active Transportation	- Additional text supports safe active transportation options and connections over rail lines.
<b>Part II NEW SECTION 3.11 – Transit-Supportive Development</b>						
<b>3.11.1 Objectives</b>						
<u>3.11.1 a)</u>		<u>Land Use and Transit</u>		<p><u>a) To recognize the relationship between land use and transit and promote the elements that make <i>development transit-supportive</i> including built form, urban design, densities and mix of land uses.</u></p>	Transit-Supportive Development	- New objective highlights the importance of transit-supportive development city-wide .

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<a href="#">3.11.1 b)</a>		<a href="#">Multi-Modal Access to Transit</a>		<a href="#">b) To facilitate <i>transit-supportive development</i> and improve <i>multi-modal</i> access to transit facilities, while ensuring compatibility with the surrounding areas is achieved.</a>	Transit-Supportive Development	- New objective supports development that will provide connections to transit, while ensuring there is compatibility with neighbourhoods and areas in the surrounding area.
<a href="#">3.11.1 c)</a>		<a href="#">Transportation Alternatives</a>		<a href="#">c) To encourage the use of public transit and <i>active transportation modes</i> to travel as an alternative to the automobile.</a>	Transit-Supportive Development	- New objective encourages the use of a variety of transportation modes including walking, cycling and transit.
<a href="#">3.11.1 d)</a>		<a href="#">Manage Travel Demand</a>		<a href="#">d) To manage travel demand through such <i>modes</i> as transit, walking, cycling, ride sharing, car sharing, bike sharing and other <i>Travel Demand Management</i> measures.</a>	Transit-Supportive Development	- New objective encourages the use of Travel Demand Management measures, as alternatives to traveling in single occupancy vehicles.
<b>3.11.2 Policies</b>						
<a href="#">3.11.2 a)</a>		<a href="#">Mixed-Use Development</a>		<a href="#">a) <i>Transit-supportive development shall consist of compact, mixed-use development that has a high level of employment and residential densities to support transit service.</i></a>	Transit-Supportive Development	- New policy language encourages high levels of employment and residential densities.
<a href="#">3.11.2 b)</a>		<a href="#">Street Design Measures</a>		<a href="#">b) <i>Transit-supportive development should include street design measures that increase transit accessibility such as a grid-oriented street network to create a continuous and highly permeable active transportation network, active transportation infrastructure to encourage walking and cycling to transit facilities and improved access between arterial roads and interior blocks.</i></a>	Transit-Supportive Development	- New policy language supports safe, active transportation options, connections to transit facilities and permeable urban environments.

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3.11.2 c)		<u>Human-scale Built Form</u>		c) <u>Transit-supportive development should include a human-scale built-form at grade, reduced building setbacks from the street where feasible, incorporate on-site connections to transit and incorporate minimal parking at grade through the provision of underground parking or by locating parking at the rear of buildings.</u>	Transit-Supportive Development	- New policy language supports the development of pedestrian-friendly environments by ensuring development incorporates human-scale design and minimal parking at grade.
3.11.2 d)		<u>Safe and Accessible Connections</u>		d) <u>Transit-supportive development shall include safe and accessible active transportation connections and complete streets to encourage multi-modal access to transit facilities.</u>	Transit-Supportive Development	- New policy language requires the provision of safe and accessible connections for pedestrians and cyclists to travel throughout an area and to transit facilities.
3.11.2 e)		<u>High Quality Urban Design</u>		e) <u>Transit-supportive development shall achieve a high quality of urban design and be consistent with the policies contained in Part II, Subsection 6.0 of this Plan as well as Council approved Urban Design Guidelines.</u>	Transit-Supportive Development	- New policy language requires development to incorporate high quality urban design elements to meet policies in the Official place as well as align with various Council approved Urban Design Guidelines, including but not limited to Tall Building and Mid-rise Building Design Guidelines.
<b>Part II Section 6 – Design</b>						
6.1 a) Principle		Efficient and attractive urban form	a) The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of	a) The tangible elements of the urban form, consisting of a combination of the built environment, <del>and</del> open space, <u>public spaces and multi-modal transportation infrastructure</u> that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan	Transit-Supportive	Additional text to acknowledge the role of transportation in the overall urban form.

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			this Plan.			
6.3 e)		Compact development	e) Preference will be given to community design containing more compact forms of <i>development</i> that support higher densities, are pedestrian oriented and <i>encourage</i> increased use of public transit.	e) <u>New community design should contain</u> <del>Preference will be given to community design containing</del> more compact forms of <i>development</i> that support higher densities, are pedestrian <b>and cycling</b> oriented, <b>particularly along transit and transportation corridors, support the achievement of complete communities</b> and <i>encourage</i> increased use of public transit.	Complete Communities	New text highlights the importance of planning for a full range of uses to support complete communities.

## PART III – URBAN PLANNING AREA

Reference	Theme	Current OP Policies	Proposed Policies (Text <b>additions</b> and <b>deletions</b> )	Summary of Changes
<b>Part III Section 1.0 Introduction</b>				
1.0	To be read with other parts of the Plan	This part of the Plan presents the principles, objectives and policies for the land use designations identified on the Settlement Pattern and the Comprehensive Land Use Plan for the Urban Planning Area. The principles, objectives and policies for each land use designation should be read in conjunction with the principles, objectives and policies in other parts of the Plan.	This part of the Plan presents the principles, objectives and policies for the land use designations identified on the Settlement Pattern and the Comprehensive Land Use Plan for the Urban Planning Area. The principles, objectives and policies for each land use designation should be read in conjunction with the principles, objectives and policies in other parts of the Plan.  <u>For lands in the Major Transit Station Area (MTSA) Special Planning Area, as shown on Schedule M of this Plan, the principles, objectives and policies for each land use designation in this part of the Plan, should be read in conjunction with the principles, objectives and policies in Part III, Section 7.0.</u>	- Additional policy language added to direct reader to additional policies for lands in the Major Transit Station Planning Area in Part III, Section 7.0.
<b>Part III Section 5.3 – Mixed Use Corridors (General, Employment and Commercial Corridor)</b>				
5.3.2 a) iii)	Permitted uses	(iii) <i>development and re-development</i> of lands within a <i>major transit station area</i> , such as a GO transit commuter rail station, shall achieve a higher intensity of <i>re-development</i> and consist of <i>transit supportive uses</i> , as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a <i>major transit station area</i> , shall permit only <i>transit supportive uses</i> , as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum <i>floor space index</i> of 0.5 and a minimum building height of two storeys. *R16	(iii) <i>development and re-development</i> of lands within a <i>major transit station area</i> , such as a GO transit <del>commuter rail</del> station, shall achieve a higher intensity of <i>re-development</i> and consist of <i>transit supportive uses</i> , as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 <u>2</u> b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a <i>major transit station area</i> , shall permit only <i>transit supportive uses</i> , as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum <i>floor space index</i> of 0.5 and a minimum building height of two storeys.*R16  <u>In keeping with the policies of the 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.</u>	- Updated to remove unnecessary “commuter rail” text. - Update to policy reference, as previous reference did not exist. - Additional text provides information about the Regional Municipal Comprehensive Review process.
<b>Part III 5.3.3 – Mixed Use Corridor – Commercial Corridor</b>				

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5.3.3.1 a)	Recognition	a) To recognize certain sections of the Mixed Use Corridors which have been largely developed for space-extensive, automobile-oriented large retail uses, and are not expected to <i>re-develop</i> significantly in the short-term.	a) To recognize that <u>the development of</u> certain sections of the Mixed Use Corridors <u>will occur over time and that the timing of development may vary from one segment to another, depending on and market conditions and community needs.</u> <del>which have been largely developed for space-extensive, automobile-oriented large retail uses, and are not expected to re-develop significantly in the short-term.</del>	- Updated text to recognize the varying timing and potential of redevelopment that exists along the Mixed Use Corridors.
5.3.3.1 b)	<del>Long-Term</del> Re-development	b) To <i>encourage</i> the eventual long-term <i>re-development</i> of these sites in a more intensive, pedestrian and transit oriented manner, that is more consistent with the principles and objectives for Mixed Use Activity Areas.	b) To <i>encourage</i> the <del>eventual long-term re-development</del> of these sites in a more intensive, pedestrian and transit oriented manner, that is more consistent with the principles and objectives for Mixed Use Activity Areas.	- Updated text to remove timeframe reference of redevelopment along the Mixed-Use Corridors.
<b>Part III 5.5 - Downtown Mixed Use Centre</b>				
5.5.1 a)	Growth Centre	a) In keeping with the “Places to Grow” Growth Plan for the Greater Golden Horseshoe, 2006, the boundary for the Downtown Burlington Urban Growth Centre is shown on Schedule B, Comprehensive Land Use Plan – Urban Planning Area and Schedule E, Downtown Mixed Use Centre. This boundary includes various land use designations as outlined on Schedules B and E, and as such, development within this boundary is subject to the specific policies of the applicable land use designations. However, the principles of the Downtown Burlington Urban Growth Centre are as follows:	a) In keeping with the <del>“Places to Grow”</del> Growth Plan for the Greater Golden Horseshoe, <u>2006, and as depicted in the Regional Official Plan,</u> the boundary for the Downtown Burlington Urban Growth Centre is shown on Schedule B, Comprehensive Land Use Plan – Urban Planning Area and Schedule E, Downtown Mixed Use Centre. This boundary includes various land use designations as outlined on Schedules B and E, and as such, development within this boundary is subject to the specific policies of the applicable land use designations. However, the principles of the Downtown Burlington Urban Growth Centre are as follows:	- Additional text to refer to the Regional Official Plan.
5.5.1 h)	Re-development and parking	h) The Downtown <i>shall be re-developed</i> through the <i>infilling</i> of existing surface parking lots, the <i>rehabilitation</i> of existing buildings and the <i>intensification</i> of under-utilized lands and buildings, in keeping with its role as Provincial Growth Centre,	h) The Downtown <i>shall be re-developed</i> through the <i>infilling</i> of existing surface parking lots, the <i>rehabilitation</i> of existing buildings and the <i>intensification</i> of under-utilized lands and buildings, in keeping with its role as <del>Provincial</del> <u>an Urban</u> Growth Centre, ensuring that such <i>development shall encourage</i> transit use, active transportation and Travel Demand Management, and that an adequate supply of parking is provided.	- Updated text to align with 2019 Growth Plan.

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		ensuring that such <i>development shall encourage</i> transit use and that an adequate supply of parking is provided.		
<b>Part III Section 7.0 – MAJOR TRANSIT STATION AREAS</b>				
7.0			<p><u>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.</u></p> <p><u>As identified in the Regional Official Plan, the City has four MTSAs including Burlington GO, Appleby GO, Aldershot GO and Downtown Burlington. Each MTSA can be grouped according to a typology based on overall role and function from a local perspective given the transportation and infrastructure context and type of existing and planned transit service in each MTSA:</u></p> <ol style="list-style-type: none"> <li>1. <u>MTSAs on Regional Express Rail (RER)</u> <ol style="list-style-type: none"> <li>a) <u>The Burlington GO and Appleby GO MTSAs are both located on a Priority Transit Corridor, as identified in the Growth Plan. MTSAs on Priority Transit Corridors are important due to their relationship and position along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER) within the Greater Toronto and Hamilton Area.</u></li> <li>b) <u>The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan.</u></li> </ol> </li> </ol> <p><u>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 RER. The Region’s Municipal Comprehensive Review will confirm specific growth targets and MTSA boundaries. Further, secondary plans will be prepared for these areas to establish</u></p>	<p>- New text provided establishes the role and function of Major Transit Station Areas (MTSAs) and establishes a major transit station typology within the Burlington context. This subsection acknowledges the role of the Region of Halton’s Municipal Comprehensive Review which will delineate the major transit station area boundaries and identify minimum density targets.</p>

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			<p><u>a comprehensive vision for future <i>transit-supportive development</i> in each <i>MTSA</i> on the RER.</u></p> <p>2. <u><i>MTSAs not on Regional Express Rail (RER)</i></u></p> <p><u>The Downtown Burlington <i>MTSA</i> is not located on a Priority Transit Corridor nor is it supported by <i>higher order transit</i>, nor by <i>frequent transit</i> within a dedicated right of way. Within the downtown, there is a historic fine-grained grid street network which was established over a century ago. This street network supports the existing <i>transit-supportive</i> built form that contributes to a vibrant, walkable and cycling-friendly <i>complete community</i>.</u></p> <p><u>The Downtown Burlington <i>MTSA</i> is anchored by the downtown Burlington bus terminal, which functions as an intercity bus transfer point. It currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</u></p> <p><u>The residents and jobs associated with development in the Downtown Burlington <i>MTSA</i> will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the <i>MTSA</i> is not expected to be a significant driver for intensification beyond that which is required by the Downtown UGC.</u></p> <p><u>Building upon the work of Halton Region’s Mobility Management Strategy and the Defining Major Transit Requirements in Halton Region study (2019) and in keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment. Through the Region’s Municipal Comprehensive Review process, existing and proposed <i>MTSAs</i> in Halton may be reviewed based on their overall role, regional functionality, characteristics, and the opportunity to provide enhanced mobility and connectivity throughout the Region.</u></p>	
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Part III 7.1.1 Objective				
7.1.1 a)	<u>Future Studies</u>		a) <u>To conduct <i>secondary plans</i> and/or major planning studies that establish long term development policies for <i>Major Transit Station Areas</i>.</u>	- New objective highlights the importance of conducting secondary plans or major planning studies for the major transit station areas
Part III 7.1.2 Policies				
7.1.2 a)	<u>Further planning for future development</u>		a) <u>The City <i>shall</i> undertake <i>secondary plans</i> or major planning studies to ensure that all <i>Major Transit Station Areas</i> are planned to implement mixed use <i>transit-supportive development</i> including employment uses, while ensuring compatibility with surrounding areas is achieved.</u>	- New text highlights the importance of conducting secondary plans or major planning studies for the major transit station areas to ensure transit-supportive development while ensuring there is compatibility with neighbourhoods and areas in the surrounding area.
7.1.2 b)	<u>Prior to Future Study</u>		b) <u>In advance of the completion of <i>secondary plans</i> or major planning studies and the approval of the implementing Official Plan amendments for the <i>Major Transit Station Areas</i>, the policies contained in the Part III, Subsection 7.2 Special Planning Area, shall apply to development applications in the Special Planning Area, as shown on Schedule M of this Plan.</u>	- New text ensures that development applications in the Special Planning Area submitted prior to the completion of secondary plans or a major planning study and the approval of the implementing Official Plan amendment, will look to policy guidance as set out in Subsection 7.2.
7.2 Major Transit Station Area Special Planning Area				
			<u>The Major Transit Station Area (MTSA) Special Planning Area includes Burlington GO Major Transit Station Area and the Downtown Burlington Major Transit Station Area.</u>  <u>The policies within this section of the Plan are applied to the MTSA Special Planning Area, as shown on Schedule M of this Plan.</u>	- New text establishes a Special Planning Area in which development applications will be subject to the policies of Subsection 7.2.

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			<u>The policies in this section do not provide land use designations; rather this section will serve a transitional role to guide <i>development applications</i> which precede the development of <i>secondary plans</i> or a major planning study in the MTSA Special Planning Area.</u>	
<b>7.2.1 Objectives</b>				
<u>7.2.1 a)</u>	<u>Development Applications in advance of Secondary Plans</u>		a) <u>To provide policy guidance for <i>development applications</i> in advance of the completion of <i>secondary plans</i> or major planning studies and the approval of the implementing Official Plan amendments for <i>Major Transit Station Areas</i>.</u>	- New objective ensures that development applications in the MTSA Special Planning Area submitted prior to the completion of secondary plans or a major planning study and the approval of the implementing Official Plan amendments, will have a policy framework to guide development.
<u>7.2.1 b)</u>	<u>Major Transit Station Typology</u>		b) <u>To direct an appropriate scale and intensity of <i>transit-supportive development</i> at each <i>MTSA</i> consistent with the <i>MTSA</i> typology in Part III, Subsections 7.0, 7.2.3 and 7.2.4, and in accordance with the Province’s Transit Supportive Guidelines and Mobility Hub Guidelines.</u>	- New objective directs development to be consistent with the MTSA typology in Section 7 and in accordance with Provincial guidelines.
<u>7.2.1 c)</u>	<u>Compatibility</u>		c) <u>To encourage <i>transit-supportive, pedestrian-oriented and cycling-friendly development</i> in a <i>compact built form</i>, while ensuring compatibility with the surrounding areas is achieved.</u>	- New objective highlights the importance of creating urban environments that support pedestrians, cyclists and transit users, while ensuring compatibility with surrounding neighbourhood areas.
<u>7.2.1 d)</u>	<u>Appropriate Transition</u>		d) <u>To ensure that there is appropriate transition in scale, intensity, height, massing and spacing of <i>development</i>.</u>	- New objective highlights the importance of built form transitions.

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<u>7.2.1 e)</u>	<u>High-quality Public Realm</u>		e) <u>To ensure <i>development</i> establishes a high-quality <i>public realm</i> featuring a network of new and existing public squares, parks and open space.</u>	- New objective highlights the need to plan for high-quality public spaces in the MTSA Special Planning Area.
<u>7.2.1 f)</u>	<u>Complete Streets</u>		f) <u>To provide a network of <i>complete streets</i> which provide for the efficient, accessible and safe movement of people and goods and which prioritizes seamless connectivity for transit and <i>active transportation</i> throughout the MTSA Special Planning Area.</u>	- New objective highlights the importance of providing seamless connections and complete streets in the MTSA Special Planning Area.
<u>7.2.1 g)</u>	<u>Employment</u>		g) <u>To maintain existing and <i>encourage</i> new employment functions and employment uses which are <i>compatible</i> with other uses and serve to make each <i>MTSA</i> an employment destination within the city.</u>	- New objective highlights the importance of employment functions as part of a complete community and reaffirms that MTSA's in the MTSA Special Planning Area will be employment designations in the city.
<u>7.2.1 h)</u>	<u>Design Excellence</u>		h) <u>To achieve design excellence that will <i>encourage</i> long-term investment and the creation of high quality and sustainable built forms in the <i>public</i> and <i>private realm</i>.</u>	- New objective highlights the importance of design excellence that will drive investment and will contribute to the creation of unique, vibrant neighbourhoods.
<u>7.2.1 i)</u>	<u>Sustainability</u>		i) <u>To prioritize and implement innovative sustainable energy, water, landscape and waste management practices.</u>	- New objective highlights the importance of implementing innovative measures to support the creation of sustainable neighbourhoods.
<u>7.2.1 j)</u>	<u>Complete Communities</u>		j) <u>To require a mix of uses within <i>development</i> and throughout the <i>MTSA Special Planning Area</i>, that will strengthen the live/work/shop relationship and support the creation of <i>complete communities</i>.</u>	- New objective highlights the importance of creating mixed-use neighbourhoods that support opportunities for people of all ages and abilities to conveniently

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				access most of the necessities for daily living.
<u>7.2.1 k)</u>	<u>Establish Development Criteria</u>		k) <u>To establish a set of criteria against which all <i>development applications</i> in the MTSA Special Planning Area shall be evaluated, to be administered according to the context of the planning matter under consideration, and in proportion to the complexity and scale of the planning matter being considered. These criteria shall be reviewed in accordance with the policies of this Plan, any other relevant City policies and Provincial Policies, as well as policies of other agencies such as the Region of Halton and Conservation Halton.</u>	- New objective directs all development applications in the MTSA Special Planning Area to be evaluated against a set of criteria.
<u>7.2.1 l)</u>	<u>Housing</u>		l) <u>To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.</u>	- New objective calls for a diverse mix of housing.
<u>7.2.1 m)</u>	<u>Public Service Facilities</u>		m) <u>To plan for and provide <i>public service facilities</i> that support future population and job growth.</u>	- New objective highlights the importance of public service facilities in the MTSA Special Planning Area to support residents and employees.
<b>7.2.2 Policies</b>				
<u>7.2.2 a)</u>	<u>Consistency with MTSA Typology</u>		a) <u><i>Development applications shall be consistent with the overall role and function of the MTSA in which they are located, in accordance with the typology identified in Part III Subsections 7.0, 7.2.3 and 7.2.4.</i></u>	- New policy language requires development to be consistent with the MTSA typology in Section 7
<u>7.2.2 b)</u>	<u>Development Applications in advance of Secondary Plans</u>		b) <u><i>Development applications preceding the completion of a secondary plan or major planning study and the approval of the implementing Official Plan amendments shall have regard for the Province’s Mobility Hubs and Transit-Supportive Guidelines, shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in this Plan.</i></u>	- New policy language requires development to have regard for Provincial guidelines and existing land use designation in this Official Plan
<u>7.2.2 c)</u>	<u>Development Considerations</u>		c) <u><i>Development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province’s Transit Supportive Guidelines and the existing and planned level and type of transit service. The full extent of maximum development permissions on lands located in the MTSA Special Planning Area may not be</i></u>	- New policy language advises development in MTSAs in the MTSA Special Planning Area

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			<u>achievable on every site, due to site-specific factors including, but not limited to, compatibility, environmental impacts, hazard lands, transportation issues, cultural heritage resources and/or infrastructure capacity.</u>	should achieve Provincial guidelines. Further, the full extent of maximum development permission on lands in the MTSA Special Planning Area may not be achievable on very site due to a variety of site-specific factors
<u>7.2.2 d)</u>	<u>Major Transit Station Areas as Activity Centres</u>		d) <u>The design and development of MTSAs shall promote these areas as multi-functional activity centres and focal points for a variety of activities that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.</u>	- New policy language to promote MTSAs in the MTSA Special Planning Area as activity centres that are walkable, compact areas with a mix of uses.
<u>7.2.2 e)</u>	<u>Compatibility with Surrounding Areas</u>		e) <u>Development shall contain a mix of land uses and transit supportive development that supports the achievement of complete communities through a more compact built form, while ensuring compatibility with surrounding areas is achieved.</u>	- New policy language requires development applications to support the creation of complete communities, while ensuring compatibility with surrounding neighbourhood areas.
<u>7.2.2 f)</u>	<u>Priorities for Major Transit Station Areas</u>		f) <u>MTSAs will be priority locations for the following, but not limited to:</u> (i) <u>land assembly;</u> (ii) <u>infrastructure and public service facilities improvements;</u> (iii) <u>creation and application of financial, regulatory and other investments;</u> (iv) <u>new public service facilities;</u> (v) <u>creation and application of brownfield and greyfield development strategies;</u> (vi) <u>preparation of comprehensive traffic, travel demand management and parking studies and strategies.</u>	- New policy language provides direction that MTSA Special Planning Area should be priority locations for a number of improvements, investments and further studies and strategies.
<u>7.2.2 g)</u>	<u>Multi-unit Residential Development</u>		g) <u>Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.</u>	- New policy language to support the incorporation of a diverse range of housing in MTSAs in the MTSA

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				Special Planning Area.
<u>7.2.2 h)</u>	<u>Travel Demand Management Measures</u>		<u>h) Travel demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development, subject to the policies of Part II, Subsection 3.9 Travel Demand Management.</u>	- New policy language requires developments in the MTSA Special Planning Area to address and incorporate Travel Demand Management measures.
<u>7.2.2 i)</u>	<u>Minimizing Surface Parking</u>		<u>i) Development applications shall incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.</u>	- New policy language requires developments to include minimal parking above grade by incorporating underground parking.
<u>7.2.2 j)</u>	<u>New Green Spaces</u>		<u>j) New green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include, but are not limited to, dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) and/or trees and landscape areas located between a public right-of-way and a building, to be provided to the satisfaction of the City.</u>	- New policy language requires a variety of new green spaces and trees as part of new developments in the MTSA Special Planning Area.
<u>7.2.2 k)</u>	<u>Privately-Owned Publicly Accessible Spaces</u>		<u>k) Privately-Owned Publicly Accessible Spaces (POPS) may be used to augment public space but shall not be used as a replacement to public parkland dedication.</u>	- New policy language supports the development of POPS in the Special Planning Area, and confirms that POPS shall not replace requirements for public parkland dedication.
<u>7.2.2 l)</u>	<u>Major Office, Cultural and Institutional Uses</u>		<u>l) Major office, cultural and institutional uses should be located within the MTSA Special Planning Area.</u>	- New policy language encourages the development of major office, cultural and institutional uses in the MTSA Special Planning Area.

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7.2.2 m)	<u>Encourage Food Stores</u>		m) <u>The City will encourage the development of food stores in MTSA's, which are essential to serve the day-to-day shopping needs of current and future residents and employees and support the long-term success of the MTSA's as complete communities.</u>	- New policy language to encourage the development of food stores in the MTSA Special Planning Area to contribute to a complete community.
7.2.2 n)	<u>Transit Priority Measures in the Special Planning Area</u>		n) <u>In addition to the policies contained in Part II, Subsection 3.4 Transit Services, the city will consider strengthening the connection and supporting increased transit use between the Burlington GO MTSA and the Downtown Burlington MTSA, through the following measures/opportunities:</u> (i) <u>Providing transit signal priority on Brant Street north of the Downtown to improve transit reliability and travel times;</u> (ii) <u>Exploring the potential for dedicated HOV and queue jump lanes, when approaching the Burlington GO station along Fairview Street; and,</u> (iii) <u>Introducing additional transit and comfort shelters.</u>	- New policy language for the city to consider opportunities and measures to strengthen the transit connection between the Burlington GO MTSA and Downtown MTSA.
7.2.2 o)	<u>Application of Target to entire geography</u>		o) <u>The population and employment growth distributions established in the Regional Official Plan are intended to apply at a city-wide level and cannot be applied on a site-specific basis as a rationale for approving or refusing a development application for development that would otherwise conform with all of the policies of this Plan, and the policies of the Provincial Growth Plan, as amended. Any targets established by this Plan shall not be applied on a site-specific basis, and shall only be applied to the entire geography to which the targets apply.</u>	- New policy language that requires Regional growth distributions to be applied city-wide and not on a site-specific basis
7.2.2 p)	<u>Clarity on Optimization of Land</u>		p) <u>Development patterns shall have regard for optimization of land, resources and public investment in infrastructure and public services. For clarity, the concept of optimization shall be applied to development patterns over the entirety of the MTSA's, not on a site-specific property basis.</u>	- New policy language that provides clarity around the concept of optimizing land as applicable to the entirety of an MTSA.
7.2.2 q)	<u>Development Application Criteria</u>		q) <u>The following development criteria shall be satisfied when evaluating all development applications within the MTSA Special Planning Area:</u> (i) <u>the development shall be compatible with adjacent land uses by mitigating adverse effects to sensitive land uses from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour, dust and air pollution;</u> (ii) <u>the development achieves built form compatibility;</u>	- New policy language builds upon existing Official Plan policies for the evaluation of housing intensification within established neighbourhoods, and introduces a comprehensive

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			<p>(iii) <u>the development shall be consistent with the vision and intent of the MTSA typology and policies contained in Part III, Section 7 and maintain the land use vision established in the land use designations of this Plan;</u></p> <p>(iv) <u>the development achieves high quality of urban design and is consistent with the policies contained in Part II Section 6.0 of this Plan as well as Urban Design Guidelines as approved by the City;</u></p> <p>(v) <u>the development can be supported by available infrastructure and public service facilities including but not limited to, such services as water, wastewater, stormwater and parks;</u></p> <p>(vi) <u>the development preserves and protects trees, through the following measures:</u></p> <ul style="list-style-type: none"> <li>i. <u>In order of priority, all development proposals should:</u> <ol style="list-style-type: none"> <li>1. <u>Preserve existing healthy trees. The location of existing healthy trees shall be considered when establishing the location and building envelope of a proposed development;</u></li> <li>2. <u>Relocate healthy trees where feasible;</u></li> <li>3. <u>Plant replacement trees where trees are removed. Replacement planting requirements shall be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation may be considered to maintain and enhance the neighbourhood canopy; and</u></li> <li>4. <u>Incorporate the planting of additional trees where appropriate.</u></li> </ol> </li> <li>ii. <u>Replacement and compensation plantings requirements should consider on-site tree removals that occurred prior to and after the submission of a development application.</u></li> </ul> <p>(vii) <u>the development provides adequate buffering and other measures to minimize any identified impacts to an acceptable level;</u></p> <p>(viii) <u>The development shall:</u></p> <ul style="list-style-type: none"> <li>iii. <u>demonstrate that future development on the adjacent property(ies) will not be compromised by the proposal;</u></li> <li>iv. <u>be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City; and</u></li> <li>v. <u>demonstrate, to the satisfaction of the City, the appropriate</u></li> </ul>	<p>set of criteria which all development applications in the Special Planning Area must satisfy. The policy language includes criteria regarding compatibility with other land uses, consistency with the MTSA typology in Section 7.0, tree protection, multi-modal considerations and the conservation of cultural heritage resources, among others.</p>
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			<p><u>phasing of development where existing retail and service commercial uses are being re-developed, to minimize adverse impacts on the provision of goods and services to support the surrounding areas;</u></p> <p>(ix) <u>the development shall protect and enhance the Natural Heritage System in keeping with the Regional Official Plan;</u></p> <p>(x) <u>the development, where residential uses are proposed, demonstrates the degree to which public service facilities and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or assessable by transit;</u></p> <p>(xi) <u>the development addresses multi-modal transportation considerations, including but not limited to:</u></p> <ul style="list-style-type: none"> <li>vi. <u>the development shall mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity;</u></li> <li>vii. <u>the development accommodates sufficient off-street parking and travel demand management measures in accordance with the policies in Part II Subsection 3.9 Travel Demand Management, of this Plan;</u></li> <li>viii. <u>the development shall implement a range of travel demand management strategies to reduce single-occupancy vehicles trips, to encourage more frequent travel by sustainable modes and outside of peak periods;</u></li> <li>ix. <u>the development shall consider opportunities for the sharing of parking between compatible uses where feasible, subject to an evaluation by the City;</u></li> </ul> <p>(xii) <u>the development conserves cultural heritage resources, where applicable, in accordance with the policies in Part II, Section 8 Cultural Heritage Resources, of this Plan;</u></p> <p>(xiii) <u>the development provides stormwater management and addresses natural hazards in accordance with the policies of Part II, Subsection 2.11 Storm Water Management, of this Plan;</u></p> <p>(xiv) <u>the development considers the relationship to existing or planned transit facilities including higher order transit, bus routes and/or transit shelters;</u></p> <p>(xv) <u>the development complements and connects with the public realm, including walking and cycling facilities;</u></p> <p>(xvi) <u>the development shall be consistent with the contaminated sites policies</u></p>	
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			<p><u>contained in Part II, Subsection 2.8 Contaminated and Potentially Contaminated Sites, of this Plan;</u>  (xvii) <u>the development shall consider all other relevant principles, objectives and policies of this Plan.</u></p>	
7.2.2 r)	<u>Official Plan Amendment Criteria</u>		<p>r) <u>In the case of an Official Plan Amendment proposing residential uses in the MTSA Special Planning Area, in addition to the criteria in Part III, Subsection 7.2.2 q), the proposed development shall provide the following community planning objectives consistent with the City’s Strategic Plan, to the satisfaction of the City with any required agreements, and appropriate phasing in the case of major comprehensive development:</u></p> <ul style="list-style-type: none"> <li>(i) <u>affordable, rental housing with rents equal to or less than the Local Municipal Average Market Rent (AMR) as per the CMHC annual rental report; or</u></li> <li>(ii) <u>residential units provided in partnership with a municipal housing provider or a charitable not for profit organization, including but not limited to, affordable, assisted or special needs housing; or</u></li> <li>(iii) <u>the co-location of community space or public service facilities; and</u></li> <li>(iv) <u>additional sustainable building design measures that contribute significantly towards the goals of the City’s Strategic Plan and/or climate change and energy plans.</u></li> </ul>	- New policy language requires development applications in the MTSA Special Planning Area proposing residential uses and requiring an Official Plan Amendment to provide various community planning objectives related to housing, public service facilities and sustainable building design.
<b>7.2.3 Burlington GO Major Transit Station Area</b>				
7.2.3			<p><u>The Burlington GO Major Transit Station Area (MTSA) is centered around the Burlington GO transit station and located on a Priority Transit Corridor, as identified in the Growth Plan. The Burlington GO MTSA is positioned along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER). It is a primary focus for transit-supportive development and intensification in the City given its central and strategic location connected by rail, local and regional transit, provincial highways and major arterials.</u></p> <p><u>The Burlington GO MTSA is currently comprised of low density commercial and employment uses, and limited residential development, however there are opportunities to introduce a full mix of uses within the mixed use and commercial designations of the plan to enable the Burlington GO MTSA to function as a complete community. This area should continue to serve an important employment function for the City.</u></p>	

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			<p><u>The policies within this section of the Plan are applied to the lands outside of the Urban Growth Centre boundary of the MTSA Special Planning Area, as shown on Schedule M of this Plan.</u></p> <p><u>In keeping with the policies of the Growth Plan, the final delineation of the MTSA boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.</u></p> <p><u>The policies in this section provide guidance to <i>development applications</i> that are received prior to the completion of the Region’s Municipal Comprehensive Review and preceding the completion of the <i>secondary plan</i> for the Burlington GO MTSA and approval of the implementing Official Plan amendments, in addition to the underlying land use designation.</u></p> <p><u>The lands bounded by Brant Street, Fairview Street, Drury Lane and the Rail corridor which are located closest to the GO Station and permit mixed use development, present a significant opportunity to deliver <i>transit-supportive development</i> and the objectives of a <i>complete community</i>. These lands have been divided into three areas, as shown on Schedule M-1 of this Plan.</u></p> <ol style="list-style-type: none"> <li><u>1. Area A includes the GO station lands and immediate vicinity, with the station building as the centre point of the Area, bounded by the existing development at 2089 &amp; 2095 Fairview Street to the west and Rambo Hager Diversion Channel to the east.</u></li> <li><u>2. Area B includes the lands to the east and west of Area A. This area is further defined into Area B-1 located west of Area A, with Brant Street forming its western limit and Area B-2 located east of Area A with Drury Lane forming its eastern limit.</u></li> </ol> <p><u>Site specific policies for each of these areas are intended to guide <i>development</i> in the north half of each respective area, abutting the rail line; and the south half of each respective area, abutting Fairview Street.</u></p>	
<b>7.2.3.1 Objectives</b>				
7.2.3.1 a)	<u>Multi-Modal Access to the GO Station</u>		a) <u>To facilitate <i>transit supportive development</i> in the Burlington GO MTSA to achieve <i>multi-modal</i> access to the GO Station and connections to nearby <i>major trip generators</i>.</u>	- New objective highlights the importance of transit-supportive development in

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				the Burlington GO MTSA to help encourage multi-modal connections and travel to the Burlington GO Station.
<u>7.2.3.1 b)</u>	<u>Establishment of a Height Peak</u>		b) <u>To establish a height peak in built form on the Burlington GO Station Lands and Lands within Area A, as shown on Schedule M-1, with other buildings in the Burlington GO MTSA terracing back from the Burlington GO Station.</u>	- New objective establishes a height peak in the Burlington GO MTSA that is located closest to the Burlington GO Station.
<b>7.2.3.2 Policies</b>				
<u>7.2.3.2 a)</u>	<u>Pedestrian and Cycling Connections</u>		a) <u>In addition to the policies contained in Part II, Subsection 6.3 d), design plans for development applications located in the Burlington GO MTSA shall identify active transportation connections to the Burlington GO Station.</u>	- New policy language requires development applications to clearly identify active transportation connections to the Burlington GO Station.
<u>7.2.3.2 b)</u>	<u>Higher Density Land Uses</u>		b) <u>Notwithstanding Part III, Subsection 5.3.2 f), in the Burlington GO MTSA higher density land uses and the tallest buildings shall be concentrated near the GO station within Area A, which has the closest pedestrian access to the GO Transit Station, to achieve transit-supportive densities served by higher-order transit.</u>	- New policy language requires the location of higher density land uses and the tallest buildings in the Burlington GO MTSA to be located in Area A, which is closest to the Burlington GO Station.
<u>7.2.3.2 c)</u>	<u>Variety of Built Forms</u>		c) <u>Development applications shall incorporate a variety of built forms, including mid-rise, and building podiums to provide a human scale experience at the street level.</u>	- New policy language requires development applications to incorporate a variety of built forms in a way that provides a human-scale experience at the street level.
<u>7.2.3.2 d)</u>	<u>Mix of Land Uses to Support a Complete Community</u>		d) <u>Development in the Burlington GO MTSA shall support the achievement of a complete community through a more compact built form that is supported by mix of uses, parks, green spaces, public service facilities, offices and institutions.</u>	- New policy language requires development applications to support the creation of complete communities.

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7.2.3.2 e)	<u>Permeable Active Transportation Network</u>		e) <u>Development in the Burlington GO MTSA shall incorporate private pathways and complete streets elements that make development more accessible for pedestrians, cyclists and transit users and includes a fine grained, grid-oriented and permeable active transportation network with multi-modal access to the GO Station.</u>	- New policy language requires development to support active transportation by including private pathways and complete streets elements to create a permeable, grid transportation network with strong connections to the Burlington GO Station.
7.2.3.2 f)	<u>Large-Scale Stand-Alone Retail and Service Commercial</u>		f) <u>Notwithstanding Part III Subsection 5.3.3.2 b) iii) Mixed Use Corridor - Commercial Corridor Designation, large-scale stand-alone retail and service commercial buildings shall not be permitted within the Burlington GO MTSA.</u>	- New policy language does not permit large-scale stand alone retail and service commercial buildings to locate in the Burlington GO MTSA.
7.2.3.2 g)	<u>Ancillary Retail and Service Commercial</u>		g) <u>Notwithstanding the policies contained in Part III, 3.3.2 d) ii) General Employment Designation, ancillary retail and service commercial uses shall be permitted in multi-storey office buildings.</u>	- New policy language permits ancillary retail and service commercial uses to locate in multi-storey office buildings in the Burlington GO MTSA.
7.2.3.2 h)	<u>Policies for Development Applications Submitted Prior to a Secondary Plan</u>		h) <u>In addition to Part III, Subsections 4.3.2 k) &amp; l) and 5.3.2 a) iii), development applications submitted prior to completion of a secondary plan and approval of the implementing Official Plan amendment for sites located on the north side of Fairview Street and south of the Rail corridor, between Brant Street and Drury Lane, as depicted on Schedule M-1 of this Plan, shall be subject to the following policies:</u>  <ul style="list-style-type: none"> <li>(i) <u>The Public Open Space network and street network shall be designed to create direct, multi-modal access to the GO Station;</u></li> <li>(ii) <u>Tall buildings should provide a minimum separation distance of thirty metres (30m) from another tall building, measured above the podium and excluding balconies;</u></li> </ul>	- New policy language provides guidance for development applications for sites located in the area bounded by Brant Street, Fairview Street, Drury Lane and the Rail corridor, that are submitted prior to the completion of a secondary plan and approval of the implementing Official Plan amendment for the Burlington GO MTSA. Polices relate to a variety of

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			<ul style="list-style-type: none"> <li>(iii) <u>Tall buildings should not exceed a maximum floor plate of 750 square meters above the podium, excluding balconies;</u></li> <li>(iv) <u>Development applications comprising more than one tall building adjacent to the railway corridor, as well as adjacent to Fairview Street in Area A, should incorporate height variations amongst tall buildings such that no more than two buildings achieve the same maximum height. Adjacent buildings should incorporate height variations that achieve a height no greater than 80% of the tallest buildings in each Area, including A, B-1 and B-2;</u></li> <li>(v) <u>New public parks and open spaces shall be provided in each Area, including A, B-1 and B-2;</u></li> <li>(vi) <u>Public parks and open spaces shall be framed by low-rise buildings or podiums to minimize shadowing and create inviting human scale and pedestrian-friendly spaces;</u></li> <li>(vii) <u>Development applications containing residential uses should include a portion of units with three (3) or more bedrooms;</u></li> <li>(viii) <u>Development shall contain a minimum of two permitted uses as directed by the underlying land use designation and should contain three permitted uses, one of which should be office, where feasible;</u></li> <li>(ix) <u>Retail and service commercial uses should be located at street level in office or residential buildings;</u></li> <li>(x) <u>Infill or intensification development applications should be required to dedicate an unencumbered public right of way(s) to the City to facilitate a walkable and bikable grid network, a high-quality streetscape and to provide connectivity to the Burlington GO Station. Priority shall be given to establishing a new mid-block public right-of-way between Brant Street and Drury Lane, as generally depicted on Schedule M-1;</u></li> <li>(xi) <u>Development adjacent to the new mid block public right-of-way/street shall provide a three (3) storey podium with a minimum three (3) metre step back for all portions of the building fronting the new mid block public right-of-</u></li> </ul>	<p>matters including community planning objectives such as a new mid-block connection and parks, built form and height requirements as well as policies to support active transportation in this area and connections to the Burlington GO Station.</p>
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			<p><u>way/street;</u></p> <p>(xii) <u>In addition to the policy in Part III, Subsection 5.3.2 d) v), the zoning by-law shall require a minimum number of bicycle parking spaces for residential and entertainment uses;</u></p> <p><u>“Area A”</u></p> <p>(xiii) <u>In the north half of Area A abutting the rail line and north of the new mid-block public right-of-way, the maximum building height shall be twenty-four (24) storeys;</u></p> <p>(xiv) <u>In the south half of Area A, abutting Fairview Street and south of the new mid-block public right-of-way, the maximum building height shall be:</u></p> <ul style="list-style-type: none"> <li>i. <u>six (6) storeys within the first 20 m from the Fairview Street road allowance;</u></li> <li>ii. <u>nineteen (19) storeys beyond the first 20 m from the Fairview Street road allowance;</u></li> </ul> <p>(xv) <u>The re-development of the GO station site to incorporate residential uses shall include a public square/transit plaza component;</u></p> <p><u>“Areas B-1 and B-2”</u></p> <p>(xvi) <u>In the north half of Areas B-1 and B-2 abutting the rail line and north of the new mid-block public right-of-way, the maximum building height shall be:</u></p> <ul style="list-style-type: none"> <li>i. <u>six (6) storeys within the first 20 m from the Brant Street and Drury Lane road allowances;</u></li> <li>ii. <u>nineteen (19) storeys beyond the first 20 m from the Brant Street and Drury Lane road allowances;</u></li> </ul> <p>(xvii) <u>In the south half of Areas B-1 and B-2 abutting Fairview Street and south of the new mid-block public right-of-way, the maximum building height shall</u></p>	
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			<p><u>be:</u></p> <ul style="list-style-type: none"> <li>i. <u>six (6) storeys within the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances;</u></li> <li>ii. <u>eleven (11) storeys beyond the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances.</u></li> </ul>	
<b>7.2.4 Downtown MTSA</b>				
<u>7.2.4</u>			<p><u>The Downtown Burlington MTSA is not located on a Priority Transit Corridor nor is it supported by <i>higher order transit</i>, nor by <i>frequent transit</i> within a dedicated right of way. Within the downtown, there is a historic fine-grained grid street network which was established over a century ago. This street network supports the existing <i>transit-supportive</i> built form that contributes to a vibrant, walkable and cycling-friendly <i>complete community</i>.</u></p> <p><u>The Downtown Burlington MTSA is anchored by the downtown Burlington bus terminal, which functions as an intercity bus transfer point. It currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</u></p> <p><u>The residents and jobs associated with development in the Downtown Burlington MTSA will contribute towards meeting the Urban Growth Centre (UGC) density target of a <u>minimum 200 residents and jobs combined per hectare</u>, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the <i>MTSA</i> is not expected to be a significant driver for intensification beyond that which is required by the Downtown UGC.</u></p> <p><u>Downtown Burlington is recognized as a Mobility Hub in the Halton Region Official Plan and an <i>MTSA</i> in the Halton Region Official Plan and guidance materials provided by the Province.</u></p> <p><u>The policies within this section of the Plan are applied to the lands within the Urban Growth Centre boundary of the MTSA Special Planning Area as shown on Schedules B and M of this Plan.</u></p> <p><u>In keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i></u></p>	

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			<u>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.</u>	
<b>7.2.4.1 Objectives</b>				
<u>7.2.4.1 a)</u>	<u>Transit-supportive development in UGC</u>		a) <u>To provide policy guidance for <i>transit-supportive development</i> in the Downtown Urban Growth Centre.</u>	- New objective highlights the importance of policy guidance for transit-supportive development in the UGC.
<b>7.2.4.2 Policies</b>				
<u>7.2.4.2 a)</u>	<u>Major Planning Study</u>		a) <u>The City <i>shall</i> undertake a major planning study to ensure that the Downtown Burlington MTSA is planned to implement mixed use <i>transit-supportive development</i> over the long term, while ensuring compatibility with surrounding areas is achieved.</u>	- New policy requires the city to conduct a major planning study for the Downtown Burlington MTSA.
<u>7.2.4.2 b)</u>	<u>Application of Targets to Entire Geography</u>		b) <u>The Urban Growth Centre target of a minimum 200 people and jobs per hectare <i>shall</i> not be applied on a site-specific basis, and <i>shall</i> only be applied to the entire geography to which the target applies.</u>	- New policy language that clarifies any target shall not be applied on a site-specific basis.
<u>7.2.4.2 c)</u>	<u>Relationship of Major Transit Station Area and Urban Growth Centre</u>		c) <u>The residents and jobs associated with <i>development</i> in the Downtown Burlington MTSA <i>shall</i> contribute towards meeting the minimum density target of the Urban Growth Centre.</u>	- New policy language that clarifies that population and job numbers associated with development in the Downtown Burlington MTSA shall contribute towards meeting the minimum density target of the UGC.

## PART VIII – DEFINITIONS

Definition	Current OP Policies	Proposed Policies (Text <b>additions</b> and <b>deletions</b> )	Summary of Changes
Active Transportation		<b>Active Transportation</b> – Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.	<ul style="list-style-type: none"> <li>- Term not currently defined in the in-force OP</li> <li>- New definition added to align with the 2019 Growth Plan definition</li> </ul>
<i>Compact Built Form</i>	n/a	<b>Compact Built Form</b> – A land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.	<ul style="list-style-type: none"> <li>- Term not currently defined in the in-force OP</li> <li>- Definition added to align with the 2019 Growth Plan</li> </ul>
<u>Complete Communities</u>	n/a	<b>Complete Communities</b> – Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.	<ul style="list-style-type: none"> <li>- Term not currently defined in the in-force OP</li> <li>- New definition added to align with the 2019 Growth Plan definition</li> </ul>
<i>Complete Street</i>	n/a	<b>Complete Street</b> – A street designed, built and operated to enable safe access for all users, in that pedestrians, cyclists, transit-users and motorists of all ages and abilities are able to safely move along and across the right of way. Complete streets foster livability while	<ul style="list-style-type: none"> <li>- Term not currently defined in the in-force OP</li> </ul>

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		enhancing the <i>public realm</i> and encouraging sustainable growth patterns.	
<u>Frequent Transit</u>	n/a	<b>Frequent Transit</b> - A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.	<ul style="list-style-type: none"> <li>- Term not currently defined in the in-force OP</li> <li>- New definition added to align with the 2019 Growth Plan definition</li> </ul>
<u>Higher Order Transit</u>	<b>Higher Order Transit</b> - Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit includes heavy rail (such as commuter rail) and buses in dedicated rights-of-way. *R16	<b>Higher Order Transit</b> - Transit that generally operates in <u>partially or completely its own</u> dedicated rights-of-way, outside of mixed traffic, and therefore can achieve <u>levels of speed and reliability</u> a frequency of service greater than mixed-traffic transit. <i>Higher order transit</i> includes heavy rail (such as <del>commuter rail</del> <u>subways and inter-city rail</u> ), <u>light rail</u> , and buses in dedicated rights-of-way. *R16	<ul style="list-style-type: none"> <li>- Definition updated to align with the 2019 Growth Plan</li> </ul>
Major Transit Station Area (MTSA)	<b>Major Transit Station Area</b> - The area including and around any existing or planned <i>higher order transit</i> station (such as GO Transit commuter rail stations), or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a <i>higher order transit</i> station, representing about a 10-minute walk.*R16	<b>Major Transit Station Area</b> – The area including and around any existing or planned <i>higher order transit</i> station (such as <del>GO Transit commuter rail stations</del> ), or <u>stop within a settlement area</u> ; or the area including and around a major bus depot in an urban core. <u>Major transit Station</u> <del>station</del> areas generally are defined as the area within an approximate five hundred (500) m <u>to eight hundred (800) m</u> radius of a <del>higher order</del> transit station, representing about a ten (10)-minute walk.  <u>In keeping with the policies of the 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.</u> *R16	<ul style="list-style-type: none"> <li>- Definition updated to align with the 2019 Growth Plan</li> </ul>
<u>Major Trip Generator</u>	n/a	<b>Major Trip Generator</b> - Origins and destinations with high population densities or concentrated activities which generate many trips (e.g.,	<ul style="list-style-type: none"> <li>- Term is not currently defined in the in-force OP</li> </ul>

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		<u>urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).</u>	- New definition added to align with the 2019 Growth Plan definition
<i>Mid-rise Building</i>	n/a	<b><u>Mid-Rise Building</u></b> – A building five (5) to eleven (11) storeys in height.	- Term not currently defined in the in-force OP
<i>Multi-Modal</i>	n/a	<b><u>Multi-Modal</u></b> – The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine, and the interconnection between <i>modes</i> .	- Term not currently defined in the in-force OP
<i>Public Service Facilities</i>	n/a	<b><u>Public Service Facilities</u></b> – Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. <i>Public service facilities do not include infrastructure.</i>	- Term not currently defined in the in-force OP - New definition added to align with the 2019 Growth Plan definition
<i>Tall Building</i>	n/a	<b><u>Tall Building</u></b> – A building twelve (12) storeys or higher.	- Term not currently defined in the in-force OP
<u>Transit-Supportive or Transit-Supportive Land Use</u>	<b>Transit-supportive Land Use</b> - Planning and development practices which make transit viable and improve the quality of the experience of using transit. When used in reference to development, it generally refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it generally refers to design principles that make	<b><u>Transit-Supportive or Transit-Supportive Land Use</u></b> - <u>Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario’s Transit Supportive Guidelines.</u>	- Definition updated to align with the 2019 Growth Plan

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	<p>development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential Areas.</p>		
<p><i>Urban Design Brief</i></p>	<p>n/a</p>	<p><b><u>Urban Design Brief</u></b> – A report prepared by a <i>qualified person</i> that analyzes and demonstrates how a <i>proposed development</i> meets the urban design objectives and policies of this Plan and any relevant approved Council-adopted <i>design guidelines</i> and provides a description of the overall architectural expression; relationship to planned and establish context; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; integration of public art; sustainable building elements; and other urban design features that ensure design excellence. The specific requirements of the <i>urban design brief shall be reflective of individual development applications and its scope shall be determined by the City on a case by case basis.</i></p>	<p>- Term not currently defined in the in-force OP</p>