EXPLANATORY NOTES

The *Burlington Official Plan, 2020* was adopted by Council of the Corporation of the City of Burlington on April 26, 2018 through By-law 24-2018. It was approved, with modifications, by the Regional Municipality of Halton on November 30, 2020. Parts of the Region's decision were appealed and referred to the Ontario Land Tribunal (OLT) for a final decision. These parts of the Plan have been assigned to case number OLT-22-002219.

Parts of the Plan that are broadly appealed (i.e., not site-specific) have been highlighted in yellow. Highlighted content is not in effect and may be considered as informative, but not determinative. Non-highlighted content is in full or partial effect, subject to any applicable site-specific appeals. For those parts of the *Burlington Official Plan, 2020* that are not in effect, relevant sections of the former Plan (*Burlington Official Plan, 1997*, as amended) will remain in effect until the applicable appeals are resolved.

This Office Consolidation incorporates approved changes to the *Burlington Official Plan, 2020* up to and including July 31, 2026, as detailed in Tables A, B, C and D of these explanatory notes. Office Consolidations are prepared for the purpose of convenience. For accurate reference, readers should consult the legal documents as approved by the applicable authority, which are the duplicate originals of the *Burlington Official Plan, 2020* and its amendments, lodged in the Clerks Department of the City of Burlington, located at 426 Brant Street, Burlington, Ontario, L7R 3Z6.

Readers should also consult any subsequent Orders and Decisions of the OLT, to satisfy themselves as to the legal status and applicability of the Plan: jus-olt-prod.powerappsportals.com/in/e-status/

For general Official Plan updates, interested parties may monitor the City of Burlington's website: burlington.ca/en/planning-and-development/official-plan.aspx

These explanatory notes do not constitute part of the Official Plan under the Planning Act.

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TABLE A. ONTARIO LAND TRIBUNAL DECISIONS UNDER CASE NO. OLT-22-002219 - "BURLINGTON NEW OP"

Decision	Details	Hearing Date	Effect Date[1]
0002133	Agricultural System policies modified & approved in accordance with Minutes of Settlement	2023-09-26	2023-10-19
0009340	Mineral Aggregate Resource policies modified & approved in accordance with Minutes of Settlement	2023-12-15	2024-02-16
0009566	Certain policies within chapters 3 & 8 approved; and Site-specific policies modified & approved to align with OPAs 120, 122 & 125 to the *Burlington Official Plan, 1997*	2024-02-23	2024-04-02
0013445	Residential Neighbourhood Areas on Schedule C modified & approved to align with OPA 3 to the *Burlington Official Plan, 2020*	2025-09-16	2025-09-16
0013778	Residential Neighbourhood Areas on Schedule B & related policy 2.3.4 a) approved; and Site-specific policies modified & approved to align with OPA 123 to the *Burlington Official Plan, 1997*	2025-12-11	2025-12-11

[1] The date of the Decision(s) issued by the Ontario Land Tribunal approving the affected policies. In the case of Oral Decisions, the effect date is the same as the hearing date.

TABLE B. OFFICIAL PLAN AMENDMENTS

OPA	Details	Adoption Date	Ministry Approval	Appealed	Effect Date[2]
1	City Initiated –- Provincial compliance re: Additional Residential Units	2023-09-26	Exempt	No	2023-10-19
2	City Initiated – Provincial conformity re: Major Transit Station Areas	2024-06-18	Required	Yes	2025-10-31 [partial][3]
3	City Initiated – Housing Strategy implementation re: four units as-of-right	2025-01-28	Exempt	No	2025-02-20
4	City Initiated – Area-specific policies re: "Bronte Creek Meadows"	2025-05-20	Exempt	No	2025-06-12

[2] In the case of no appeal, the day after the end of the appeal period; in the case of appeal, the date(s) of the Decision(s) issued by the Ontario Land Tribunal approving the affected policies.

[3] OPA 2 is not included in this Office Consolidation.

OPA	Details	Adoption Date	Ministry Approval	Appealed	Effect Date[2]
5	Privately Initiated – Site-specific policy re: 291 North Service Road	2024-12-10	Exempt	No	2025-01-10
6	City Initiated – Delegated authority re: minor technical changes	2025-06-17	Exempt	No	2025-07-10
7	City Initiated – Provincial conformity re: Employment Areas	Inactive	-	-	-
8	City Initiated – Transitional policies & delegated authority re: minor technical changes	2026-03-10	Exempt	No	2026-04-02
9	Privately Initiated – Area-specific policies re: 1200 King Road	2026-07-21	Exempt	Pending[4]	-

[4] At the time of this Office Consolidation, this OPA was within its appeal period.

OPA	Details	Adoption Date	Ministry Approval	Appealed	Effect Date[2]
10	Privately Initiated –Site-specific policy re: 2105 Headon Road	2026-07-21	Exempt	Pending[5]	-
11	Privately Initiated – Area-specific policies re: "Bronte Creek Meadows"	2026-06-23	Exempt	No	2026-07-29

[5] At the time of this Office Consolidation, this OPA was within its appeal period.

TABLE C. OFFICIAL PLAN ADOPTING BY-LAW AMENDMENTS

By-law	Details	Effect Date
04-2025	Withdraw obsolete policies re: Neighbourhood Character Areas to align with OPA 3 to the *Burlington Official Plan, 2020*	2025-01-28
84-2025	Withdraw obsolete policies & schedule overlay re: Downtown East Cultural Study Area to reflect study completion	2025-10-14
20-2026	Withdraw redundant policies re: delegated authority to align with OPAs 6 & 8 to the *Burlington Official Plan, 2020*	2026-03-10

TABLE D. OFFICIAL PLAN MINOR TECHNICAL CHANGES [DELEGATED AUTHORITY]

MTC	Details	Date
20-1	Minor Technical Changes to the Burlington Official Plan, 2020	2026-07-30

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INTRODUCTION

The City of Burlington is at a turning point in its evolution and is transitioning from a suburban to an urban community. The city's growth is shifting from building new greenfield communities to accommodating more residents and jobs within existing areas through *intensification* targeted to specific areas of the city. This is to ensure that denser *development* is carefully co-ordinated with *infrastructure,* either by *encouraging development* in areas that make efficient use of existing or planned *infrastructure*, and/or by effectively co-ordinating any *infrastructure* enhancements to accommodate future growth. This targeted approach also ensures that existing residential neighbourhoods of the city are protected from major change. All remaining *Designated Greenfield Areas* will be developed as *complete* and *sustainable communities.*

The focus on accommodating growth through *intensification* within the existing Urban Area aligns with the *City's* interest in protecting and strengthening the rural community and in retaining the special character of North Aldershot as a distinct, identifiable area. It supports the protection of *agricultural* lands and *agricultural* operations and the protection of natural heritage and water resources in line with the *City's* Strategic Plan and Provincial Plans and policies.

Provincial Plans and policies have directed that Burlington must grow and must grow within the existing Urban Area. The *City* has developed a new Official Plan in recognition of the challenges and opportunities ahead as it continues to evolve into a *sustainable*, resilient and *complete community*. A *complete community* offers and supports opportunities for people of all ages and abilities to conveniently access the necessities for daily living, providing convenient access to an appropriate mix of jobs, shopping and personal services, housing, transportation options and *public service facilities* such as recreation and open space.

The Official Plan is a policy document that sets out the *City's* directions for growth and *development,* and continues the commitment to building a *complete community*. It was developed through planning analysis and research but also through significant collaboration and dialogue with the community as well as internal and external stakeholders. The Official Plan fuses the local community interests with Regional and Provincial policy direction and articulates the City of Burlington vision to 2031 and beyond. It includes policy to manage physical change in relation to land use and *development*, transportation, *infrastructure*, the natural environment, heritage, parks, and social, economic and environmental *sustainability*.

The Official Plan sets out a clear vision and establishes strategic priorities for

sustainable growth, *complete communities*, environment and *sustainability,* economic activity, *infrastructure*, design excellence, land uses and public participation. This Plan sets out *development*-ready provisions and guides *development* within certain parameters allowing for private sector flexibility while ensuring the public interest is maintained. The Plan also includes criteria for when and how changes to the Plan are to be considered. At times, refinements to policies of the Plan *may* be appropriate. The Plan will be used to guide the decision making and approval processes of the *City,* ensuring that all new *development* contributes to Burlington's long-term vision.

1.1 PURPOSE OF THE PLAN

This document constitutes the Official Plan (the "Plan") for the City of Burlington. The Plan has been prepared and enacted to comply with The Planning Act of Ontario.

The Planning Act defines an Official Plan as a document containing goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic, built and natural environment of the city. An Official Plan includes a description of the measures and procedures for informing and obtaining the views of the public along with other matters prescribed by The Planning Act.

The purpose of the Plan is to outline a long-term vision of the community and quality of life for Burlington residents through statements of objectives and policies. The Plan provides policy direction to both the public and private sectors on land use, *development* and resource management matters to guide the future planning and *development* of the City of Burlington towards the desired community vision.

1.2 CONTEXT

Burlington is situated on the western shore of Lake Ontario, adjacent to Hamilton and approximately 70 km west of Toronto, in the urbanized area of Southern Ontario, known as the "Greater Golden Horseshoe (GGH)". The GGH is a dynamic and diverse area, one of the fastest growing regions in North America, and the largest urban region in Canada.

The city is one of four area municipalities within the Region of Halton. The Regional Municipality of Halton, the Regional Municipalities of Peel, York, and Durham and the cities of Hamilton and Toronto form the Greater Toronto and Hamilton Area (GTHA), established by the Provincial government for planning purposes.

The 185 sq km of land within Burlington's municipal boundary is characterized by the Niagara Escarpment, the Burlington Bay and Lake Ontario shorelines, and a Natural Heritage System comprising numerous creeks and *woodlands.* Around this natural framework, a number of human-made features have come to further define the landscape, such as settlement areas, *agricultural* areas, and *infrastructure* including highways, railways, and hydro corridors.

The Official Plan divides the city into three planning areas which each possess a unique combination of these features: the Urban Area, the Rural Area, and North Aldershot, and these constitute 8,747 ha, 8,593 ha and 1,365 ha in area, respectively. These planning areas are further described in Chapter 2: Sustainable Growth, of this Plan.

Indigenous peoples inhabited the land that now makes up the City of Burlington long before the arrival of the first European and American Loyalist settlers. Indigenous peoples have continued to play a role in shaping the city since this time, notably including the sale of parcels of land to settlers from Joseph Brant's Block.

The municipality of Burlington was born of the union of numerous smaller communities. The Town of Burlington, created in 1873 from the villages of Wellington Square and Port Nelson, developed primarily as a residential area through the early 1900s. In 1958, Burlington, Aldershot and Nelson Township were amalgamated and in 1973 the present municipal boundary was established through The Regional Municipality of Halton Act.

In the second half of the 20th century, Burlington experienced tremendous growth and expansion of its urban area, with greenfield *development* spreading east to Burloak Drive and north of the QEW Highway to Dundas Street.

The development of the Orchard and Alton communities in the early 21st century extended the developed area of the city to its urban boundary. Now with little land left available for greenfield *development*, the city is transitioning to accommodate future growth predominantly through targeted *intensification* of its existing urban area. This new approach to growth will enable the *City* to protect the character of its Rural and North Aldershot areas while also achieving more *sustainable development* patterns in its urban area.

1.3 JURISDICTION

This Official Plan, adopted in 2018 and approved in 2020, replaces Burlington's former Official Plan, adopted in 1994 and approved in 1997, as amended. This Plan was prepared to conform and/or be consistent, as applicable, with the Provincial land use plans, regulations, Policy/Planning Statements and Guidelines that were

in effect at the time of Plan approval.

Burlington's Official Plan policies reflect the *City's* individual community interests within the Provincial planning framework. In this manner, the Plan may be more restrictive than the policies contained in Provincial Government planning documents but is not permitted to conflict with these documents. External policies and plans that will be referred to in conjunction with any interpretation or amendment of an Official Plan of the City of Burlington are:

a) any Provincial Policy/Planning Statement issued by the Province of Ontario, as amended from time to time, subject to requirements under The Planning Act;

b) Provincial Land Use and Transportation Plans, including specifically the Niagara Escarpment Plan, the Greenbelt Plan, the Parkway Belt West Plan, the Regional Transportation Plan (The Big Move) and any applicable amendments; and

c) other government agencies' policies and plans, where applicable.

1.4 STRATEGIC DIRECTIONS

The Official Plan has also been prepared in alignment with the vision expressed in the 2016 Council Strategic Plan. In 2016, Burlington approved a 2015 - 2040 Strategic Plan that included four key strategic directions. This Official Plan builds upon the following four strategic directions in the context of a statutory land use plan with a planning horizon of 2031:

A CITY THAT GROWS: The City of Burlington attracts talent, good jobs and economic opportunity while having achieved *intensification* and balanced, targeted population growth for youth, families, newcomers and seniors.

A CITY THAT MOVES: People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.

A HEALTHY AND GREENER CITY: The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.

AN ENGAGING CITY: Community members are engaged, empowered, welcomed and well-served by their *City*. Culture and community activities thrive, creating a positive sense of place, inclusivity and community.

1.4.1 PRINCIPLES

The following principles will guide all land use decision making to achieve *sustainable development* and a *complete community* in accordance with the *City*'s four key strategic directions.

1.4.2 A CITY THAT GROWS

a) Co-ordinates land use and *infrastructure* strategies to achieve *complete,* diverse, adaptable and *sustainable communities* that are attractive and livable;

b) Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot;

c) Accommodates population and employment growth through *development* and *intensification* within targeted locations of the city's Urban Area;

d) Provides for the long-term protection of the city's established neighbourhoods, and natural and *cultural heritage resources*;

e) Promotes design excellence at every *scale* to create safe, accessible, attractive, vibrant and sociable places that people are drawn to;

f) Grows and invests in a manner that supports the long-term financial *sustainability* and prosperity of a built-out city in the context of a two-tier municipality;

g) Provides for the efficient, effective and financially responsible provision, use and maintenance of *infrastructure* and *public service facilities* to support planned growth;

h) Ensures *employment* lands are protected over the long term to provide certainty to economic enterprises and promote economic activity and job growth; and

i) Promotes economic development and competitiveness in all areas of the city by providing for a diverse and appropriate mix and range of *employment, public service facilities* and *institutional uses* to meet long-term needs.

1.4.3 A CITY THAT MOVES

a) Integrates and prioritizes land use planning and transportation decision making to provide a range of *multi-modal* and *sustainable* transportation choices connecting people, goods and places; and

b) Achieves land use patterns, densities and quality urban design that supports travel by walking, cycling and transit.

1.4.4 A HEALTHY AND GREENER CITY

a) Supports and protects important and unique geographic features of the city, including the Lake Ontario waterfront and the Niagara Escarpment;

b) Protects and strengthens the character of the rural community, protects *Prime Agricultural Areas* and supports and enhances the long term viability of the *Agricultural System*;

c) Maintains and enhances a healthy and *sustainable natural environment* for present and future generations;

d) Protects, restores and, where possible, enhances the long-term *ecological function,* connectivity and biodiversity of the Natural Heritage System;

e) Promotes conservation and the responsible and *sustainable* use of natural resources;

f) Promotes *development* measures and patterns to achieve a low carbon, energy secure and climate resilient community, protect life and property from natural hazards, and achieve *sustainable* community and building design;

g) Promotes health, safety and social well-being in the community through equitable access to a wide range of choices in housing, jobs, transportation, health care and recreation facilities, parks, green spaces and other public spaces and facilities, and amenities for all ages and abilities; and

h) Maintains and grows healthy urban greenspace through the provision of *green infrastructure*.

1.4.5 AN ENGAGING CITY

a) Involves citizens to enhance land use decision making and maintain active and engaged neighbourhoods;

b) Recognizes the important role that culture, arts and design excellence play in creating a liveable community, as shaped through engagement with citizens;

c) Fosters the evolving urban nature and community identity of key areas of the city, including the Downtown and Uptown Urban Centres, *Major Transit Station Areas* and identified *Intensification Areas;* and

d) Seeks partnership, collaboration and participation with other agencies, stakeholders and community groups to achieve the long term vision of this Plan.

1.5 PLANNING HORIZON

The Plan will manage and direct the *development* and planning of land uses for a period extending to the year 2031. It is the intent of the Plan to accommodate and to plan for the growth associated with the underlying housing, population and employment projections. The planning horizon serves as an appropriate measure of the duration of the Plan and should not be regarded as a specific completion date for its implementation. There are durable elements of the urban system that extend beyond the horizon of the plan. The Plan establishes a long term vision for the urban area of a built out municipality that will grow primarily through *intensification*. Furthermore, the Plan should not be regarded as a static or inflexible document that is resistant to the pressures of economic, social or environmental change during the planning period. The validity and relevance of the Plan will be maintained through a process of monitoring, review and modification, as required.

1.6 LEGAL STATUS

For the purpose of The Planning Act and The Municipal Act, Chapters 1 through 14 inclusive of any schedules, figures or tables shall be considered the Official Plan of the City of Burlington.

The official portion of this Plan has been prepared and adopted pursuant to The Planning Act and other pertinent Provincial legislation. No by-law may be passed, and no public work may be undertaken by the *City,* which does not conform with this Plan. The capital works program and the capital budget are intended to provide the *infrastructure* required to implement the community land use vision, objectives and policies of this Plan.

1.7 ORGANIZATION OF THE OFFICIAL PLAN

The Official Plan consists of fourteen chapters and appendices.

Chapter 1. Introduction provides the vision and overall context within which the objectives and policies of the Official Plan have been prepared.

Chapter 2. Sustainable Growth outlines a community vision for the Plan and presents the City System, which describes the physical make-up of the city over the long-term and provides the comprehensive overall framework to guide growth and *development* over the horizon of the Plan and beyond.

Chapter 3. Complete Communities outlines components of the Plan which contribute to the development of *complete communities*, including housing, *institutional uses, public service facilities, cultural resources* and *cultural heritage resources.*

Chapter 4. Environment and Sustainability reflects the *City*'s intention to continue to be a prosperous, liveable and *healthy community* through the process of s*ustainable development.* This includes policies to protect and enhance the Natural Heritage System, *urban forest*, and *watersheds*, to achieve *sustainable* design and environmental *compatibility* and address the *impacts of a changing climate*, contamination and other environmental matters.

Chapter 5. Economic Activity sets out policies for supporting a diverse economy including the protection and enhancement of the city's *employment* lands, and the promotion of economic development objectives throughout the city and in particular Primary Growth Areas, which are critical to the long-term economic *sustainability* of the city.

Chapter 6. Infrastructure, Transportation and Utilities contains policies for the planning and delivery of municipal transportation, *infrastructure* and *utilities,* which are critical to the support of the Plan's community vision and an essential part of a *sustainable* city.

Chapter 7. Design Excellence contains policies designed to achieve a high quality environment, *encourage* innovative design and recognize land use *compatibility* through design.

Chapter 8. Land Use Policies-Urban Area establishes objectives and policies for major land use designations shown on the City System and the Urban Area-Land Use Plan. Objectives and policies are presented for Mixed Use Intensification Areas, Employment Lands, Residential Neighbourhood Areas, the Natural Heritage

System, and Parks and Open Space. Specific use policies related to uses in the Urban Area are also included.

Chapter 9. Land Use Policies-Rural Area establishes objectives and policies for major land use designations shown on the City System and the Rural Area-Land Use Plan. Objectives and policies are presented for the Rural Community, the Agricultural System, the Natural Heritage System, Mineral Resource Extraction Area and Rural Settlement Area designations.

Chapter 10. Land Use Policies – North Aldershot establishes objectives and policies for major land use designations shown on the City System and the North Aldershot-Land Use Plan. Objectives and policies are presented for Residential Area, Office Area, Environmental Protection Area, Commercial Area, Parkway Belt West Area, Mineral Resource Extraction Area, Recreation/Open Space, Special Study Area and Niagara Escarpment Plan designations.

Chapter 11. Public Participation and Engagement sets out commitments, policies and procedures for public participation and engagement in the planning process.

Chapter 12. Implementation and Interpretation establishes policies affecting the use and *development* of lands in the city under The Planning Act, and monitoring to achieve the stated vision for the city.

Chapter 13. Definitions contains a glossary of terms used throughout the Plan. These terms are indicated in *italic* type throughout the text of the Plan.

Chapter 14. Schedules and Tables to the Plan includes City System, Urban Structure and Growth Framework Schedules showing major land use activity areas such as Urban, Rural, North Aldershot, Urban Growth Centre and Rural Settlement Areas. These schedules show, in broad terms, the spatial orientation and relationship of various major land use activity areas. Land Use Plans are presented in more detail for the Urban, Rural, and North Aldershot Areas. These schedules show how lands within the major land use activity areas will be developed or maintained. Land use schedules that show the results of a*rea-specific planning* studies are included for Rural Settlement Areas within the Rural Area and for the Uptown Urban Centre, the Official Plan level policies related to the Downtown and the study areas for the *Major Transit Station Areas* within the Urban Area. The city's roadway classification is shown on separate schedules. Transportation Tables to the Plan also includes tables outlining the function and classification of transportation facilities and road allowance widths. In addition, Schedules are included that show Provincial Land Use Plan boundaries and designations and the Provincial Agricultural Land Base and Natural Heritage System for the Greater Golden Horseshoe.

The Appendices contain additional information, and while the appendices do not constitute part of the Official Plan, they *shall* be applicable in implementing the Plan policies, such as the City's Urban Structure Vision, approved Design Guidelines, Watershed Plan, Sub-watershed and other related Studies, principles and objectives of *Sustainable Development,* Conservation Halton Regulation Limit Mapping, Regional and Provincial Guidelines, former Waste Disposal sites and *cultural heritage landscape* study areas. These Appendices *may* be amended from time to time without requiring a formal amendment to this Plan.

1.8 A GENERAL GUIDE TO THIS PLAN

To understand the intent of this Official Plan, the document should be read in its entirety and all relevant text, schedules and definitions are to be applied in each unique instance.

CONNECTIONS AMONG POLICIES AND SCHEDULES

Notwithstanding that the Official Plan should be read in its entirety to gain full understanding of the intent of the document, several cross-references have been added to assist the reader. Cross-referencing between policies is not exhaustive; rather, select cross-references have been added between sections of the Plan that are commonly read together. Urban Structure, Growth Framework and Land Use sections of the Official Plan are related, and therefore cross-referenced to each other. These same sections are also linked through cross-references to other policies throughout this Plan.

The purpose of each of the key inter-related land use schedules that apply in the Urban Area are described below. Reference must be made to all schedules to identify the relevant policies of the Plan.

SUMMARY OF KEY INTER-CONNECTED OFFICIAL PLAN SCHEDULES

The purpose of the following table is to summarize four key inter-related Official Plan schedules. The objectives and policies for each land use designation are to be read in conjunction with the objectives and policies in other parts of the Plan.

Official Plan Map	What does this map show?
Schedule A: City System	• Describes the physical make up of the whole city • Shows three major areas of the city: Urban, Rural, North Aldershot

Official Plan Map	What does this map show?
	• Shows the networks that connect the city: Green System; Infrastructure and Transportation system.
Schedule B: Urban Structure	• Establishes a community vision for the Urban Area identified in Schedule A • Shows seven major components: Mixed Use Intensification Areas; Region of Halton Employment Areas; Employment Lands; Residential Neighbourhood Areas; Natural Heritage System; Major Parks and Open Space; Mineral Resource Extraction Area; and Infrastructure and Transportation Corridors.
Schedule B-1: Growth Framework	• Communicates type and location of growth in the Urban Area • Shows four Growth Framework Areas: Primary Growth Areas; Secondary Growth Areas; Employment Growth Areas; and Established Neighbourhood Areas.
Schedule C: Land Use – Urban Area	• Shows the land use designations for the Urban Structure components identified on Schedule B.

UNDERSTANDING THE POLICIES

Each chapter of the Official Plan generally contains a preamble, objectives and policies. The preamble sets the general vision for the topic of the chapter to assist with interpretation of intent of the objectives and policies of the chapter. The objectives set the framework to which the policies are linked. Interpretation of the Plan is also supported by definitions in Chapter 13: Definitions.

For detailed guidance to assist in understanding the policies of this Plan, reference should be made to the Interpretation policies in Chapter 12: Implementation and Interpretation.

The following terms express either flexibility or strength in the policy language and are used when considering *development applications* or other matters related to The Planning Act, or other legislation:

- ***May*** - implies that there is discretion and flexibility or that criteria are to be satisfied in the application of an Official Plan policy.
- ***Should*** - implies that the policy is directive and a convincing planning reason is required in order not to fully comply with an Official Plan policy.
- ***Shall*** - implies that the policy is mandatory or it is required to comply with an Official Plan policy.

UNDERSTANDING RELATED IMPLEMENTATION INITIATIVES

This Plan identifies a number of related initiatives and actions that the *City* must carry out or implement over the course of the planning horizon of this Plan. These initiatives and actions are identified in policies throughout the plan using the phrase "The *City* will…". These initiatives will be prioritized by the *City*'s work plan and are subject to alignment with the *City*'s current Strategic Plan, other corporate initiatives such as transit and transportation plans, future strategic plans of Council, and annual budget processes.

UNDERSTANDING GROWTH, INTENSIFICATION AND DENSITY TARGETS

There are three broad types of targets related to growth, intensification and density in the Official Plan.

- Population and employment growth targets, see Subsection 2.2.4;
- Intensification targets, see Subsection 2.2.3 d) ii); and
- Density targets, see Subsection 2.2.3 d) iii), iv) and (v).

This Official Plan, in conformity with Provincial and Regional Planning documents, establishes density and *intensification* targets over areas larger than a given site. In each instance, the policies of this Plan will either:

- Establish the number of residential units required to meet the *intensification* target over a period of time. For example, in the case of the *intensification* target for the *Delineated Built Up Area*, 8,300 units will be added from 2015 to 2031; or
- Establish the number of residents and jobs combined and the area over which the target applies. For example, in the case of the *Designated Greenfield Area,* a minimum density target of 45 residents and jobs combined per hectare, measured across the entire *Designated Greenfield Area* within the city, netting out certain features in accordance with Provincial Plans.

It is not appropriate to apply growth, density and/or intensification targets on an area other than the entire area over which the target applies, as defined in policy.

For more details, reference should be made to the Regional Official Plan and

Places to Grow.

UNDERSTANDING METRICS

Metrics are occasionally used to clarify the objectives of policies in this Plan, when needed. Where the intent of the Official Plan is maintained, minor variations from those metrics may be appropriate. The Interpretation policies of Chapter 12: Implementation and Interpretation, and other policies of this plan assist in determining whether variation is appropriate, where the intent of the Official Plan is maintained.

SITE LEVEL METRICS: INTENSITY AND BUILT FORM

This Plan uses a number of metrics to describe the degree of *development* envisioned or required at a site level, within the various land use policies of this Plan. This is described as either built form or *intensity*. In each case, this Plan identifies the *intensity* or built form metric. There are two general categories

- In the case of both the Mixed Use Intensification Area and *employment* lands a measure of *intensity* is employed. *Intensity* is described as the *floor area ratio,* the relationship between the building(s) and the *net* area of the site on which they are located.
- In the case of the Residential Neighbourhood Areas, built form is employed. Built form is described as either *low-rise, mid-rise* or high-rise and is used to describe the *scale* of the residential building within the Residential Neighbourhood Areas.

These metrics provide appropriate means of understanding the degree of *development* at a site level.

HOW TO DETERMINE THE POLICIES THAT APPLY TO THE DEVELOPMENT OF A PROPERTY

STEP 1: Consult Schedule A to determine within what part of the City System the property is located.

- **If your property is located in the Urban Area**

  In the case of a property in the Urban Area, determine within which urban structure element the property is located on Schedule B: Urban Structure, including whether the site is captured within the Region of Halton Employment Area overlay, and the Growth Framework Area Schedule B-1: Growth Framework. Reference should be made to the Sustainable Growth policies, Urban Structure policies and the Growth

Framework policies in Chapter 2: Sustainable Growth, to provide details about the policies and objectives relevant to the property. To understand the role of each of these key schedules in the context of the Urban Area, please refer to the table above.

In the case of a property captured within the *Employment Area* identified as an overlay on Schedule B: Urban Structure, reference should be made to Chapter 5: Economic Activity as these lands are protected from conversion from *employment* use to non-employment use outside of a *municipal comprehensive review*.

Next, locate the property on either Schedule C: Land Use –Urban Area; Schedule D: Land Use – Downtown Urban Centre, or Schedule E: Land Use – Uptown Urban Centre, and identify the designation. Consult the related policies of Chapter 8: Land Use Policies-Urban Area, including both the general policies of the Urban Structure element and the specific land use designation attributed to the site.

- **If your property is located in the Rural Area**

In the case of a property in the Rural Area, locate the property on either Schedule I, I-1, I-2 or I-3 and on Schedule J-1: Provincial Agricultural Land Base for the Greater Golden Horseshoe and consult the policies in Chapter 9: Land Use Policies - Rural Area.

- **If your property is located in North Aldershot**

In the case of a property in North Aldershot, locate the property on Schedule K: Land Use – North Aldershot and Schedules L-1 through L-11 if applicable, and consult the policies in Chapter 10: Land Use Policies - North Aldershot.

STEP 2: Determine if the property is located within, or adjacent to, the Natural Heritage System (Schedule M) or the Provincial Natural Heritage System for the Greater Golden Horseshoe (Schedule M-1).

Where the property is located within or adjacent to the Natural Heritage System, reference should be made to the general policies in Chapter 4: Environment and Sustainability, and the specific policies regarding the Natural Heritage System in Chapter 8: Land Use Policies - Urban Area or Chapter 9: Land Use Policies - Rural Area, Chapter 10: Land Use Policies – North Aldershot.

STEP 3: Reference should be made to the policies of Chapters 1, 3, 4, 5, 6, and 7, and Chapters 11, 12, 13 and 14 to understand how the policies, definitions and schedules of the Plan may affect how a property may be used.

A ROLE FOR PROCESS: DEVELOPMENT APPLICATIONS

As noted above, the Official Plan should not be regarded as a static or inflexible document. The role of the Official Plan is to provide general guidance for *development* that applies on a city-wide basis related to land use including designations and permissions. The policies of this Plan also provide guidance to inform *development application* processes and *area-specific planning* processes. The specific role for *development applications* like Official Plan Amendments, Zoning By-law Amendments and minor variance applications acknowledge that city-wide level policy cannot anticipate every circumstance related to a site or a *development*. The Official Plan has policies to ensure that *development applications* are considered against the policies of this Plan including a set of objective policies to ensure the outcome of a *development application* addresses the public interest.

The *area-specific planning* policies guide the preparation of more detailed policies that may be more prescriptive in terms of how development should take place. These policies would then inform the assessment of a *development application*.

GUIDANCE FOR DEVELOPMENT APPLICATIONS

All *development applications* will be considered in relation to the Development Applications section of the Plan, including the complete application requirements (Subsection 12.1.2(1)) and the development criteria (Subsection 12.1.2(2) and *shall* consider any additional policies established related to a given site. In the case of an application for Official Plan Amendment, additional official plan amendment criteria as contained in Subsection 12.1.1(3) will also apply.

GUIDANCE FOR UNDERSTANDING SITE SPECIFIC POLICIES

Properties throughout the City are designated land uses on Schedules in Chapter 14. All site specific policies are listed at the end of each land use designation policy section in Chapter 8. Please note that the land use schedules do not indicate the cases where a site specific policy applies. The site specific policies listed in each designation include municipal addresses as of the date of approval of the Official Plan. In addition to the site specific policies attributed to a site or group of sites, all other relevant policies of this Plan *shall* apply.

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SUSTAINABLE GROWTH

2.1 COMMUNITY VISION

The *City's* community vision is based on *City* Council's key strategic directions and the guiding principles contained in Chapter 1: Introduction, of this Plan.

Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, *sustainable*, resilient, *transit-supportive,* healthy and *complete communities*; to optimize use of existing and future *infrastructure* and services; to support *active transportation;* to reduce energy use and greenhouse gas emissions; and to support a strong and competitive economy.

The direction of growth in Burlington's Urban Area requires the careful placement of new residents and jobs; growth is encouraged in some areas, while limited in others. In some places, such as the Natural Heritage System*, development may* be prohibited. Those areas that will see significant change over the planning horizon of this Plan are called *intensification areas* and represent a small fraction of Burlington's total land area.

The building of *intensification areas* around the *City's* GO Stations, called *Major Transit Station Areas (MTSAs),* the Downtown*,* the Uptown Urban Centre, Mixed Use Nodes and *Intensification Corridors* and other key locations will help ensure Burlington continues to be a thriving, vibrant 21st century city that easily supports and connects people of all ages and abilities to the places they live, work and play. *Development* in these areas will promote connected, walkable, transit-oriented communities that offer convenient access to *employment* opportunities, a full range of housing, *public service facilities* including schools and parks, and convenient access to various daily needs like shopping, services, and supports for residents throughout their entire lives.

Burlington's rural area is envisioned as an economically and socially active area, producing agricultural products and providing rural recreational activities for the city. The *City* is committed to the protection and strengthening of the rural community. This means conserving the area's rural character and protecting and enhancing its *natural environment* while enabling the rural economy, particularly *agriculture*, to evolve and change. The health of the *Agricultural System* and the protection of the *agricultural* land base are central to the future of the Rural Area. Connections between the Urban and Rural Areas will protect and strengthen the social, economic, and environmental well-being of both the Urban Area and the Rural Area, including through the production and consumption of local food.

The landscape of Burlington has changed remarkably over the last 50 years, and

the evolution will continue. The combination of an economically strategic location, diversified economy and environmental and aesthetic factors, an extraordinary waterfront, its world-renowned Niagara Escarpment and other natural wonders has contributed to Burlington being a place where people and business thrive.

Community engagement, co-ordination and strategic thinking will be required to successfully manage the challenges and opportunities of growth through *intensification* and *development.* Residents, politicians, business owners, investors and others using the Official Plan must collaborate to shape the future of Burlington.

The building of the city will never have a date of completion, but is a continuous process of targeting growth in the right areas of the city to make good use of existing *infrastructure* and wise investment in new or upgraded *infrastructure.* The Plan's long-term vision for the community will help ensure land use decisions made today contribute to the *City's* goal of being a vibrant 21st century community.

2.2 THE CITY SYSTEM

The community vision is described by the City System. The City System describes the physical make-up of the city over the long term and provides a strategic framework to guide growth and *development* over the horizon of this Plan and beyond. The City System is made up of three general land use areas: the Urban Area, the Rural Area, and North Aldershot. The City System also includes the Green System and the Infrastructure and Transportation System that cross and connect the entire city.

The City System recognizes that various areas of the city perform different functions. These distinct, and inter-connected areas, and the key boundaries that define them, establish the strategic framework within which more detailed policies are established. This framework provides direction on which areas must be protected and which areas should be expected to grow.

Burlington's City System is shown on Schedule A: City System, of this Plan.

2.2.1 AREAS

Urban Area

a) The Urban Area represents the lands where forecasted population and employment growth will be accommodated.

b) Within the Urban Area, municipal water and/or waste water will be provided to accommodate concentrations of existing and future *development,* in accordance with the policies of this Plan and the Regional Official Plan.

Rural Area

c) The Rural Area consists of an *agricultural system*, a natural heritage system*, rural settlement areas*, and mineral resource extraction areas. The identification of these lands provides for the protection and strengthening of the rural community through the maintenance and enhancement of the natural heritage system, the protection of *prime agricultural areas,* support for the economic viability of *agriculture*, *conservation* of *cultural heritage resources* and management of *mineral aggregate resources* and *operations.*

d) Non-farm *development* in the Rural Area *shall* be directed to *Rural Settlement Areas*, unless otherwise permitted by the policies of this Plan. *Rural Settlement Areas* represent compact rural communities designated to accommodate limited residential growth in the Rural Area and small scale *industrial,* commercial and *institutional uses* serving the *farming* and rural communities.

North Aldershot

e) North Aldershot represents a distinct area separate from both the Urban and Rural Areas that contains environmental protection areas of environmental significance that co-exist with human settlement areas. The Plan recognizes the distinct character of the area and that any *development* must be *compatible* with its special characteristics.

2.2.2 CITY-WIDE SYSTEMS

Infrastructure and Transportation Systems

a) *Infrastructure* and transportation systems cross the Urban Area, Rural Area and North Aldershot, and are critical to the delivery of *infrastructure, utilities* and services, including the movement of people and goods in the city today and in the future.

b) *Infrastructure* is provided by many different partners. *Infrastructure* systems play a critical role in supporting growth and *development* in the city. The city's *multi-modal* transportation system is an essential part of a *sustainable* city which influences both land use and quality of life.

c) Major *infrastructure* and transportation facilities are shown on Schedule A: City System, of this Plan.

The Green System

d) The Green System depicts the network of green spaces that runs through the city's Urban Area, Rural Area and North Aldershot. It is a critical component of a healthy and environmentally *sustainable* city. The Green System is made up of three components: the Natural Heritage System land use designation; the Major Parks and Open Space land use designation within *settlement areas*; and other parks in the Urban Area such as Neighbourhood Parks, Parkettes and Special Resource Areas. The policies that apply to the Green System are found in the corresponding land use designation.

2.2.3 PROVINCIAL PLAN BOUNDARIES AND CONCEPTS

The *City* must conform to Provincial plans and policies, including a suite of three plans that work together to direct growth and to protect the natural environment, agriculture and rural areas.

Niagara Escarpment Plan

a) The Niagara Escarpment Plan provides for the maintenance of the Niagara Escarpment and lands in its vicinity substantially as a continuous natural

environment, and ensures only such development occurs as is compatible with that natural environment, as defined by the Niagara Escarpment Plan and the Niagara Escarpment Planning and Development Act

b) The Niagara Escarpment Plan has associated land use designations and policies that guide development in these areas. These designations are illustrated on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area and North Aldershot are within the Niagara Escarpment Plan.

Greenbelt Plan

c) The Provincial Greenbelt Plan identifies a Protected Countryside Area and a Greenbelt Natural Heritage System. The expansion of settlement areas into the Greenbelt Plan is not permitted in order to provide permanent protection to the agricultural land base and the Natural Heritage and Water Resource Systems occurring on this landscape. The designations are illustrated on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area, North Aldershot and the Urban Area are within the Greenbelt Plan.

Growth Plan for the Greater Golden Horseshoe

d) The Provincial Growth Plan as amended, was prepared to provide a framework for building stronger, prosperous communities, by better managing growth first to 2031, and subsequently through revised growth forecasts to 2041. The Plan guides decisions on a wide range of issues – *intensification,* transportation, *infrastructure* planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.

Urban Boundary

(i) The Urban Boundary represents the fixed boundary that identifies the Urban Area. An Urban Boundary expansion *may* only occur through a *municipal comprehensive review* or in accordance with the policies of the Provincial Growth Plan, and is not intended within the planning horizon of this Plan.

Delineated Built Boundary

(ii) The *Delineated Built Boundary* represents the fixed boundary that identifies the *Delineated Built-up Area,* which constitutes the developed Urban Area of the municipality, as defined by the Province of Ontario in consultation with the *City* in 2006, and subsequently finalized in April, 2008. A significant portion of new residential and employment growth within the city will be accommodated within the

Delineated Built-up Area through *intensification*. The Province of Ontario is responsible for reviewing and updating the *Delineated Built Boundaries* within the Greater Golden Horseshoe. The Region of Halton Official Plan establishes that 40 per cent of new residential development occurring annually within the Region will be within the *Delineated Built-up Area.* The Regional Official Plan Table 2, Intensification and Density Targets, states that a minimum of 8,300 new housing units must be added within the city within the *Delineated Built-up Area* between 2015 and 2031.

Urban Growth Centre

(iii) The boundary of the Downtown Urban Growth Centre, referred to in the Provincial Growth Plan, and depicted in the Regional Official Plan and this Plan, identifies the area that will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.

Major Transit Station Area

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

Designated Greenfield Area

(v) The *Designated Greenfield Area* is located between the Urban Area Planning Boundary and the *Delineated Built Boundary* and represents the lands within the Urban Boundary which were not built up in 2006. The City of Burlington is expected to achieve a minimum density target of 45 residents and jobs per hectare across the entire *designated greenfield area* within the city. The Regional Natural Heritage System is excluded in the measurement of that density target.

(vi) *Development* in the *designated greenfield area* will occur in a manner which contributes to the *City*'s overall vision for building healthy and *complete communities*.

Agricultural System

(vii) The Provincial Growth Plan provides for the identification and protection of the Agricultural System for the Greater Golden Horseshoe (GGH), which includes a Provincial agricultural land base

comprised of *prime agricultural areas* and rural lands as well as a complementary *agri-food network.*

The *prime agricultural areas* identified within the Provincial agricultural land base are to be designated in municipal official plans and have been incorporated into the *City's* Agricultural Land Base, as identified on Schedule J: Agricultural Land Base-Rural Area, of this Plan. Once the *prime agricultural areas* identified by the Province have been implemented through a *municipal comprehensive review* by the Region of Halton, the refined mapping will be incorporated into this Plan by amendment or as part of the *City's* next statutory review of this Plan.

Natural Heritage System

(viii) The Provincial Growth Plan provides for the identification and protection of the Natural Heritage System for the Provincial Growth Plan, which applies outside of the Greenbelt Area, Niagara Escarpment Plan Area and, *settlement areas*. The Natural Heritage System for the Growth Plan is to be incorporated as an overlay in municipal official plans but does not apply until it has been implemented by the applicable upper- or single-tier official plan. Until that time, the policies of the Provincial Growth Plan that refer to the Natural Heritage System for the Provincial Growth Plan will apply to the *City's* Natural Heritage System, outside of the Greenbelt Area, Niagara Escarpment Plan Area, and *settlement areas*, as identified on Schedule M: Natural Heritage System, of this Plan. Once the Natural Heritage System for the Provincial Growth Plan has been implemented through a *municipal comprehensive review* by the Region of Halton, the mapping will be incorporated into this Plan by amendment or as part of the *City*'s next statutory review of this Plan

Parkway Belt West Plan

e) The Provincial Parkway Belt West Plan is intended to provide for a multi-purpose *utility* corridor and linked open space system, which extends from the City of Hamilton through the Regions of Halton, Peel and York. The boundaries of the Parkway Belt West Plan Area are shown on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan. Subject to other policies of this Plan, linear transportation, communication, and *utility* facilities, including necessary accessory facilities and installations such as interchanges, transformer stations, and treatment plants that are part of the linear distribution or collections networks *may* be permitted.

(i) All development within the Parkway Belt West Plan Area is subject to

the provisions of the Ontario Planning and Development Act, applicable Provincial Land Use Regulations, the Parkway Belt West Plan, the Greenbelt Plan (where applicable) as well as the policies of the Regional Official Plan, this Plan and the Zoning By-law.

2.2.4 POPULATION AND EMPLOYMENT DISTRIBUTION

The Regional Official Plan established a growth strategy for the Region of Halton based on the distribution of population and *employment* to 2031 (Table 1: Population and Employment Distribution, of the Regional Plan). This distribution of population and employment *shall* be in accordance with Table 2: Intensification and Density Targets, and Table 2A: Regional Phasing, of the Regional Official Plan.

Population*		Employment	
2006	**2031**	**2006**	**2031**
171,000	193,000	88,000	106,000

*Population numbers are "total population" numbers including approximately 4% under coverage from the official "Census Population" numbers reported by Statistics Canada.

The population and employment forecasts are premised on the adequacy of *infrastructure* and *public service facilities* to support growth in appropriate locations. This Plan will require *infrastructure,* associated services, and *public service facilities*, to support the comprehensive implementation of this Plan.

2.3 THE URBAN STRUCTURE

The City's Urban Structure elaborates on the Urban Area, as identified in Schedule A: City System, of this Plan. Each element of the Urban Structure performs a distinct function. Some elements ensure long term protection, while others support growth, *intensification* and appropriate transition. The Urban Structure establishes the community vision for the Urban Area which is further refined in Chapter 8: Land Use Policies – Urban Area, of this Plan.

The Urban Structure is composed of seven major components: 1. Mixed Use *Intensification* Areas; 2. Region of Halton Employment Area; 3. Lands designated for employment uses; 4. Residential Neighbourhood Areas; 5. Natural Heritage System, Major Parks and Open Space; 6. Mineral Resource Extraction Area; and 7. Infrastructure and Transportation Corridors, as shown on Schedule B: Urban

Structure, of this Plan. Each area is identified in Schedule B: Urban Structure, of this Plan.

Additional information in support of other policies of this Plan, including the identification of areas that will be subject to further study, as well as other contextual information, is also presented in Schedule B-1: Growth Framework, of this Plan.

2.3.1 MIXED USE INTENSIFICATION AREAS

a) Lands identified as Mixed Use *Intensification* Areas provide locations where a range and *intensity* of *employment*, shopping, *public service facilities*, residential uses and complementary uses such as open space and parks, *institutional,* and *cultural uses* will be developed with transit supportive densities in *compact built form*. Walking, biking, transit and other *transportation demand management* measures will be prioritized. Mixed Use *Intensification Areas* will offer substantial *development* opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the city over the planning horizon and beyond.

b) Mixed Use *Intensification* Areas will occur in either linear forms, along a transportation corridor, or nodal form, as a concentrated group of parcels located generally at a major intersection, at different levels of *intensity*, in accordance with the underlying land use designations.

c) Mixed Use *Intensification* Areas include the city's existing urban centres, emerging *MTSAs* and other mixed use nodes and *intensification corridors*. This organization reinforces that while all areas are considered part of the *intensification areas,* each has an important and distinct role.

Urban Centres

d) The city has two existing Urban Centres: the Downtown Urban Centre and the Uptown Urban Centre. These areas represent established mixed use *development* areas with both established neighbourhood areas and dynamic evolving growth areas.

e) Lands identified as Urban Centres provide for a broad range and mix of uses in areas of higher, yet appropriate, *intensity* in relation to the surrounding neighbourhoods, designed in a *compact built form*, oriented to support transit and facilitate *active transportation* in accordance with the underlying land use designations. They bring a variety of *public service facilities* and a mix of other uses such as retail uses to support residents and employees.

f) The Downtown Urban Centre will continue to develop as the city's centre, taking advantage of the unique qualities that contribute to its distinct identity.

g) The Uptown Urban Centre will continue to develop as an important destination for a wide variety of uses in north-east Burlington, including mixed uses, residential as well as designated *employment* lands.

Major Transit Station Areas

h) *Major Transit Station Areas (MTSAs)* are an important component of the *City's* Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. *MTSAs* will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and *active transportation*. Located in key areas served by the regional and local transit networks, *MTSAs* are focal points for higher intensity and mixed-use, *transit supportive development* that will accommodate a significant share of the *City's* future population and employment growth. It is anticipated that the majority of growth within the City's four *MTSAs* will occur in the three *MTSAs* located along *higher order transit* routes and with planned *frequent transit* service by way of Regional Express Rail.

In keeping with the policies of the Provincial Growth Plan, the final delineation of the *MTSA* boundaries and the identification of minimum density targets, will be established by the Region of Halton through the *municipal comprehensive review* and will be implemented through a future Official Plan Amendment.

i) In Burlington there are three MTSA Special Planning Areas identified by the *City* around the Burlington GO, Aldershot GO and Appleby GO Stations. All three areas are *major transit station areas.* In this Plan, the three MTSA Special Planning Areas are identified as areas that will be subject to further detailed *area-specific planning*. The boundaries of the *major transit station areas* and assignment of growth targets will be confirmed through the Region of Halton's *municipal comprehensive review* in conformity to the Provincial Growth Plan.

Mixed Use Nodes and Intensification Corridors

j) Lands identified as Mixed Use Nodes represent areas with a concentration of commercial, residential and *employment* uses with *development intensities* generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.

k) Lands identified as *Intensification Corridors* consist of areas of street-oriented uses which incorporate a mix of commercial, residential and *employment* uses, including designated *employment* lands, developed at overall greater *intensities*, serving as important transportation routes along *higher order transit* corridors and selected arterial streets.

l) Mixed Use Nodes and *Intensification Corridors* will be a focus of re-urbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential *intensities* and a full mix of uses, while others *may* permit a more limited range of *employment*-oriented permitted uses, both designed to achieve their planned function. These areas will support the *frequent transit corridors* and provide focal points of activity and a vibrant pedestrian environment and facilitate *active transportation* through careful attention to urban design, enhancing the opportunities for the location of *public service facilities* and *institutional uses.*

2.3.2 LANDS DESIGNATED FOR EMPLOYMENT USES

a) Lands designated for *employment* uses are identified on Schedule B: Urban Structure. Reference *shall* also be made to all lands designated for employment uses under sections 8.1 and 8.2 of this Plan and found on Schedule C: Land Use – Urban Area and Schedule E: Land Use – Uptown Urban Centre which together represent areas of land designated to accommodate a full range of manufacturing, warehousing and *office* uses.

b) Lands designated for *employment* uses allow for a full range of *scales* and *intensities* of *development* and offer opportunities for *employment intensification* and *development* for *employment* purposes.

c) Lands designated for *employment* uses provide for the location of significant diverse areas of current and future *employment* activities that are required for the city's long term economic development and competitiveness, as these lands represent the principal *employment* generator in the city and will be guided by the underlying land use designations.

2.3.3 REGION OF HALTON EMPLOYMENT AREA

a) The Region of Halton and the City must plan for, protect and preserve the *employment area* for current and future use.

b) Lands identified within the Region of Halton Employment Area are identified as an overlay on Schedule B: Urban Structure, of this Plan in accordance with the Regional Official Plan. In the case of conflict, the Regional Official Plan *shall* be relied upon. These lands provide, in conjunction with those

employment uses within the residential and mixed use area of the community, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for *employment* uses which support a wide range of economic activities and *ancillary* uses, and take into account the needs of existing and future businesses.

c) Consistent with the Regional Official Plan, additional *employment areas may* be requested for addition to the Region of Halton Employment Area through an amendment to the Regional Official Plan or through a *municipal comprehensive review.*

d) All lands identified within the *employment area*, prohibit residential and non-employment uses, including *major retail* uses with some exceptions subject to the Regional Official Plan. These lands are subject to the policies of Chapter 5: Economic Activity and *may* only be considered for conversion to a non-*employment* use at the time of a *municipal comprehensive review*, or in accordance with the Provincial Growth Plan.

e) Notwithstanding the policies of Subsection 2.3.2 a) and Subsection 5.2.2 b) of this Plan, the *City*, as part of the development of its Official Plan, has reviewed lands designated for employment uses including the Region of Halton Employment Area within the City of Burlington. Given that the City is built out and that very little, if any, new lands will be added to the *employment area,* the City requests that the Region of Halton consider new approaches to meeting both employment and *intensification* objectives through the *municipal comprehensive review*. Submissions to the *municipal comprehensive review* process will request the consideration of the following:

(i) To consider the *City's* recommended employment conversions in strategic locations, permitting non-employment uses which support the City's long term Urban Structure needs by supporting the building of compact mixed use *development* along a series of transit supportive, mixed use corridors, to reduce congestion and support the *major transit station area* policies of the Provincial Growth Plan and the Regional Official Plan

(ii) To consider the City's recommended employment conversions permitting non-employment uses on several small, isolated and constrained parcels; and

(iii) To consider refinements to the extent of the *employment area* reflect long standing land use policy as embedded in the City's Official Plan as of December 16, 2009, or other irregularities between *City* and Regional land use policies.

(iv) To work with the *City* to understand which of the lands currently designated for employment uses on Schedule C: Land Use – Urban Area and Schedule E: Land Use – Uptown Urban Centre, if any, *should* be added to the *employment area.*

2.3.4 RESIDENTIAL NEIGHBOURHOOD AREAS

a) Lands identified as Residential Neighbourhood Areas make up a significant proportion of the Urban Area. These areas are intended to accommodate a wide range of residential uses and forms, together with supporting parkland, and other land uses such as small-*scale* commercial uses or *home occupations* that are part of the residential environment.

b) Any *development* occurring in these areas *shall* be *compatible* and *should* enhance the *physical character* of the surrounding area, in accordance with subsection 2.4 and the applicable policies of Chapter 8: Land Use Policies – Urban Area of this Plan.

c) Residential Neighbourhood Areas also include a number of *Neighbourhood Character Areas*, which were identified through planning studies. These areas are guided by additional area-specific policies and Zoning By-law regulations to ensure that *development* is *compatible* with the existing *neighbourhood character.*

2.3.5 NATURAL HERITAGE SYSTEM, MAJOR PARKS AND OPEN SPACE

a) Lands identified as Natural Heritage System, Major Parks and Open Space, include the *City's* Natural Heritage System and lands designated for Major Parks and Open Space. Together they are essential components of a healthy and *sustainable* urban area, and are intended to be protected in accordance with the policies of this Plan.

b) The Natural Heritage System is made up of *natural heritage features and areas*, such as *woodlands* and *wetlands*, shorelines, *enhancements* and *buffers,* and the *linkages* and inter-relationships among them, and with the surrounding landscape. Major Parks and Open Space includes Community Parks, City Parks and other public and private open space lands.

2.3.6 MINERAL RESOURCE EXTRACTION AREA

a) Lands identified as Mineral Resource Extraction Area are subject to the policies in Section 8.5, Mineral Resource Extraction Area, of this Plan.

2.3.7 INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

a) Lands identified as Infrastructure and Transportation Corridors are guided by the policies in Chapter 6: Infrastructure, Transportation and Utilities, of this Plan.

b) Major Infrastructure and Transportation facilities are shown on Schedule B: Urban Structure, of this Plan.

2.4 GROWTH FRAMEWORK

The Growth Framework is comprised of a collection of policies and a schedule, to be used in conjunction with the Urban Structure, its policies and the land use policies of this Plan. Together they communicate the relative priority, degree, type and location of growth among the four Growth Framework areas: Primary Growth Areas; Secondary Growth Areas; Employment Growth Areas; and Established Neighbourhood Areas, as shown on Schedule B-1: Growth Framework, of this Plan. Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, illustrates the coordination between land use and transit and highlights the City's *frequent transit corridors*, along with other Provincial transit corridors and facilities. Further information on this schedule can be found in Subsection 6.2.3.

2.4.1 GENERAL OBJECTIVES

a) To introduce a growth management strategy that differentiates areas within the Urban Area for the purposes of communicating clear direction about where the *City* will and will not be planning to direct growth and *intensification*.

b) To identify the Primary, Secondary and Employment Growth Areas as the areas where the *City* is planning to accommodate significant population and employment growth and higher *intensity* mixed uses in appropriate areas to make better use of land and *infrastructure,* transforming Burlington from a primarily suburban to a more urban community.

c) To identify the Established Neighbourhood Area as an area where *intensification* is generally discouraged.

d) To communicate the *City's* built form strategy for new *development* with respect to *low-rise*, *mid-rise* and *tall building* form.

e) To identify priority areas for investments in transit as well as other types of *infrastructure* and *public service facilities* in recognition of the importance of the financial *sustainability* of the city as it grows predominantly through *intensification* in key areas.

f) To ensure that the city's growth makes efficient use of existing and planned *infrastructure*, including transportation and transit, wherever feasible, before considering the development of new *infrastructure* within the Urban Area.

g) To advance a number of strategic city building objectives, including supporting targeted *intensification*, providing more mobility choices by prioritizing *active transportation* and transit, and supporting more diverse demographic growth through the provision of a wide range of housing options in proximity to existing neighbourhoods.

2.4.2 GENERAL POLICIES

a) The policies of this section *shall* be read in conjunction with the Urban Structure and the underlying land use designations.

b) The Growth Framework *shall* not apply to:

(i) undeveloped areas outside of the *Delineated Built Boundary;* and

(ii) lands designated Natural Heritage System, Major Parks and Open Space. In addition, the Growth Framework *shall* not apply to features that meet the criteria for identification as *Key Natural Features* or as sensitive surface water or *groundwater features* in accordance with Subsection 4.2.2 of this Plan, or *hazardous lands* and *hazardous sites* in accordance with Subsection 4.4.2(3) of this Plan;

c) The boundaries of the Primary Growth Area, Secondary Growth Area, Employment Growth Area or Established Neighbourhood Area, as identified on Schedule B-1: Growth Framework, of this Plan, are static and *shall* only be modified in accordance with the policies of this Plan or through a *City*-initiated Official Plan Amendment.

d) Notwithstanding Subsection 2.4.2 c) of this Plan, minor modifications to the Growth Framework, as shown on *S*chedule B-1: Growth Framework, of this Plan, *may* be considered in the context of a site-specific Official Plan Amendment.

e) The *City* will consider long-term opportunities *for* the *direct*ion of *intensification* growth and investments in transi*t as well as oth*er types of *infrastructure* and *public service facilities* to Secondary Growth Areas including, but not limited to, the development of future *area-specific plans* and the expansion of the *frequent transit corridors.*

2.4.2.(1) PRIMARY GROWTH AREAS

a) Primary Growth Areas:

(i) are identified on Schedule B-1: Growth Framework, of this Plan and are generally located within areas identified in the Urban Structure within the Mixed Use *Intensification Areas* as Urban Centres andMTSA Special Planning Areas, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions.

(ii) *shall* be recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;

(iii) *shall* be regarded as the most appropriate and predominant location for new *tall buildings* in accordance with the underlying land use designations, or the land use policies of an *area-specific plan;*

(iv) *shall* be identified as priority locations for *City*-initiated *area-specific planning* and for investments in transit as well as other types of *infrastructure* and *public service facilities*, including parks to support population and employment growth; and

(v) *shall* support the *frequent transit corridors* and accommodate *development* that is compact, mixed use, and pedestrian-oriented in nature.

b) Primary Growth Areas *shall* be a priority for Provincial, Regional and *City* investment in new or upgraded *infrastructure* and/or *public service facilities* which *may* be required to facilitate *intensification* including, but not limited to, the following:

(i) water/wastewater capacity;

(ii) investments in the Province's Priority Transit Corridors, *frequent transit corridors* and the investigation of the development of a *higher order transit* line such as dedicated lane rapid transit options, if warranted;

(iii) *public service facilities*, including parks*;*

(iv) other *infrastructure*, including but not limited to, hydro *infrastructure;* and

(v) *public realm* improvements or other capital priorities.

c) Where an *area-specific plan* has been approved, the more specific land use policies *shall* apply.

d) Primary Growth Areas are also subject to the policies of Subsection 7.3.2(1) of this Plan.

2.4.2.(2) SECONDARY GROWTH AREAS

a) Secondary Growth Areas:

(i) are identified on Schedule B-1: Growth Framework, of this Plan, and are located within Mixed Use Nodes and *Intensification* Corridors, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions. In addition, Secondary Growth Areas also comprise select vacant residential sites and *employment* designated sites located immediately adjacent to a Major Arterial or Multi-Purpose Arterial Street as identified on Schedule O-1: Classification of Transportation

Facilities – Urban Area, of this Plan;

(ii) *shall* be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan;

(iii) are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas in order to ensure that the objectives and policies of Chapter 6 Infrastructure, Transportation and Utilities can be met;

(iv) *shall* be limited to a maximum of *mid-rise building* form, unless otherwise permitted by the policies of this Plan; and

(v) where applicable, *shall* support the *frequent transit corridors* and accommodate *development* that is compact, mixed use and pedestrian-oriented in nature.

b) Secondary Growth Areas are also subject to the policies of Subsection 7.3.2(1) of this Plan.

2.4.2.(3) ESTABLISHED NEIGHBOURHOOD AREAS

a) Established Neighbourhood Areas:

(i) are identified in the Urban Structure as the following:

a. the Residential Neighbourhood Area, within the *Delineated Built Boundary*; and

b. certain Mixed Use *Intensification Areas* that are otherwise not included in the Primary or Secondary Growth Areas, both of which are identified in Schedule B-1: Growth Framework, of this Plan;

(ii) *shall* be recognized as a distinct area within the city's Urban Area where *intensification* is generally discouraged*;*

(iii) *shall* not be regarded as essential to achieve the population growth distributions, as stated by Places to Grow, and as distributed by the Region of Halton; and

(iv) *shall* be composed of selected lands designated Local Centres, and lands designated Residential-Low Density, Residential – Medium Density, and Residential – High Density, and as such *development shall be* in accordance with the permissions and densities established in the underlying land use designation.

b) The following opportunities for *intensification may* be permitted:

(i) *development* in accordance with the maximum density and/or *intensity* permitted under the applicable land use designation;

(ii) consents;

(iii) plans of subdivision;

(iv) lands designated Residential-High Density, in accordance with Subsection 8.3.5(1) c); and/or

(v) *additional residential units*.

c) In the Established Neighbourhood Area, land assembly for *development applications shall* be discouraged.

d) Established Neighbourhood Areas are also subject to the policies of Subsection 7.3.2(2) of this Plan.

2.4.2.(4) EMPLOYMENT GROWTH AREAS

a) Employment Growth Areas, as identified on Schedule B-1: Growth Framework, of this Plan, *shall* consist of employment oriented designations not captured within the Primary Growth or Secondary Growth Areas, and will be an area of focus for the *intensification* of *employment*.

b) Employment Growth Areas have the potential to accommodate a significant portion of the employment distributed by the Region of Halton.

c) Within Employment Growth Areas, all forms of *employment intensification may* be permitted, in accordance with the permissions established in the underlying land use designation.

d) Employment Growth Areas are also subject to the policies of Subsection 7.3.2(3) of this Plan.

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COMPLETE COMMUNITIES

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and *public service facilities* including *affordable housing,* schools, *recreation* and open space for their residents. *Culture* and community activities thrive, creating a positive sense of place, inclusivity and community. Convenient access to public transportation and options for active transportation are also provided.

Broadly, the policies of this Plan aim to provide a wide range of opportunities to accommodate jobs and housing. A successful and *complete community* must also provide residents with access to a range of services and facilities that will satisfy health, education, social, religious and recreation needs. Several key elements of a complete community, such as housing, *public service facilities* and *institutional uses*, parks, *cultural resources* and *cultural heritage resources,* are addressed by the policies of this chapter; however the entire Plan is intended to work together to deliver the elements of a *complete community*.

3.1 HOUSING

Housing is fundamental to the social, economic and physical well-being of the city's residents and neighbourhoods. The *City* will promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of all city residents and workers, regardless of age, income level, physical, sensory and mental health and ability, culture, level of support services, household structure and family composition.

3.1.1 HOUSING SUPPLY

3.1.1(1) OBJECTIVES

a) To ensure that a sufficient supply of suitably designated and serviced land is available to accommodate residential growth to meet existing and future housing needs.

b) To promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures across the city, subject to the policies of this Plan.

c) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing, while maintaining *compatibility* with the character of existing neighbourhoods.

d) To support the Region of Halton in the establishment and monitoring of minimum housing targets.

e) To maintain the quality of the existing housing stock.

3.1.1(2) POLICIES

a) To the extent to which land is available in the Urban Area, the *City shall* maintain the ability to accommodate its share of residential growth within the *regional market area.* The *City* will assist the Region of Halton in the establishment and monitoring of annual minimum targets for the production of housing units by density type, and for the production of *assisted* and *affordable housing*, based on targets established in the Regional Official Plan.

b) The *City* will work with the Region of Halton to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs and household compositions, using all available planning mechanisms and tools.

c) The use of surplus lands owned by the *City* and other *public authorities shall* be considered for *affordable* and *assisted housing,* before using them for other land uses.

d) In consultation with the Region of Halton, the *City* will ensure an adequate level of local municipal *infrastructure* to meet the demands of residential *development.*

e) *The City* will support housing initiatives that facilitate revitalization, particularly the identification and remediation of *brownfield, greyfield* and *bluefield* lands, *compact built form*, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.

f) In partnership with the Region of Halton, other *public authorities* and the private sector, the *City* will identify *brownfield, greyfield* and *bluefield* sites outside *employment areas* and work toward encouraging their availability where appropriate, for *development* for housing purposes, including a component of *affordable housing* and/or *assisted* and *special needs housing.* Such sites or lands *may* be declared as Community Improvement Project Areas subject to Subsection 12.1.15 of this Plan, to facilitate their *development*.

g) The *City* will develop a city-wide housing strategy that will support the Region of Halton's Housing Strategy and will:

(i) describe the current range and mix of housing in the city;

(ii) establish city-wide housing objectives, including, among other

objectives special reference to a seniors housing strategy and *long term care facilities*;

(iii) consider the housing policies and strategies from this Plan and *area-specific plans;*

(iv) examine opportunities for partnerships to increase the supply of *affordable housing;*

(v) develop:

a. minimum targets in support of achieving the Region of Halton's housing mix and *affordable* and *assisted housing* targets;

b. minimum targets within *mid-rise* and *tall buildings* for *affordable*, *assisted* and/or *special needs housing*;

c. minimum targets for two (2) and three (3) bedroom units for residential *development* applications, including minimum targets for 3 or more bedroom units;

(vi) consider financial and other incentives, including grants, property tax reductions, *infrastructure* improvements and Community Improvement Plans to facilitate the provision of *affordable housing* and/or *assisted* and *special needs housing;*

(vii) research and develop, in association with the Region of Halton and local municipal partners, an inclusionary zoning by-law as part of either a Region-wide program, or as a city-wide program.

(viii) recommend any required amendments to this Plan to implement the findings of the city-wide housing strategy.

h) The *City shall* require the submission of a *housing impact statement* where a *development* proposal includes more than one hundred (100) *dwelling units*, identifying:

(i) how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new *affordable* or *assisted* housing units;

(ii) how the estimated rents and/or initial sales prices of the *development* are at or below the *affordable housing* thresholds by type;

(iii) where construction of the units is expected to occur in phases, information regarding the number of *affordable housing* units to be provided per phase, where applicable; and

(iv) the proposed legal and/or financial mechanisms to ensure the

delivery of any proposed new *affordable housing* commitments, and mechanisms to retain the long term affordability of units, where applicable.

i) The *City* will advise the Region of Halton and senior levels of government of the need for *infrastructure* and servicing funding associated with the provision of additional housing in the city.

j) The *City* will consider the provision of innovative forms of housing tenure, such as co-operative housing, and common element, phased and vacant land condominiums, as a means of increasing housing diversity, choice and supply in the city.

k) The *City* will *encourage* a mix of housing forms. However, the city's existing areas of Residential Low-Density *shall* be considered sufficient to contribute towards that component of the mix.

l) The *City* will *encourage* the building and *development* industry to incorporate *universal design* features in all new buildings.

m) The *City* will support and encourage the ongoing maintenance and stability of the existing housing stock in the community by:

(i) enforcing of the *City's* Property Standards By-law;

(ii) supporting the reuse and adaptation of the housing stock; and

(iii) supporting community access to programs funded by senior levels of government for the rehabilitation and repair of housing.

3.1.2 HOUSING TENURE

3.1.2(1) OBJECTIVE

a) To maintain balance between rental and ownership housing stock in the city by protecting the existing supply of rental housing and encouraging the provision of new rental housing.

3.1.2(2) POLICIES

a) The demolition of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more units, in part, or in whole, *shall* not be permitted unless the following conditions are satisfied:

(i) the rental vacancy rate by structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Report has been at or above three (3) percent for the preceding

two-year reporting period;

(ii) the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;

(iii) that negative economic and other impacts upon tenants are minimized to an acceptable level; and

(iv) the requirements of any applicable Provincial legislation or regulation, as amended, are met.

b) Notwithstanding 3.1.2 (2) a) (i), the demolition of residential rental units *may* be permitted in conjunction with a *development application* which at a minimum *shall* provide the same number of rental units with the same number of bedrooms per unit, at a similar rental rate at the time of *development application* submission, as those units that are demolished.

c) A *development application* related to the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy *shall* include, to the satisfaction of the *City*, proof of tenant notification of the demolition or conversion proposal and proof of notification of the rights of tenants under Provincial residential tenancy legislation, including a minimum of 1 (one) tenants' only meeting as a part of the *development application* process. The preparation of a tenant relocation and assistance plan, including right to return and alternative accommodations to lessen hardship, *may* also be required.

d) The *City* will *encourage* the construction of rental housing with a full mix and range of unit types and sizes.

3.1.3 HOUSING AFFORDABILITY

3.1.3(1) OBJECTIVES

a) To promote the provision of an appropriate range and mix of *affordable housing* to meet the needs of the existing and future population.

b) To support programs designed to increase the supply of *affordable housing*.

c) To *encourage* the development of *affordable housing* throughout the city.

d) To explore new approaches to reduce residential land and construction costs, including expediting the *development* approval process, as an aid to reduce the overall cost of housing.

3.1.3(2) POLICIES

a) The *City* will identify, promote and where appropriate, participate in, *affordable* and *assisted housing* opportunities funded by senior levels of government.

b) In consultation with the *development* industry, the *City* will consider the establishment of alternative *development* standards for residential *intensification* and new residential *development* which minimize the cost of housing and facilitate *compact built form,* while maintaining appropriate levels of public health and safety.

c) The *City* will consult with the *development* industry to develop innovative housing designs that encourage the *development* of more *affordable housing.*

3.1.4 ASSISTED AND SPECIAL NEEDS HOUSING

3.1.4(1) OBJECTIVES

a) To meet housing needs by permitting *assisted* and *special needs housing* in all residential neighbourhoods in the Urban Area of the city.

b) To integrate *assisted* and *special needs housing* with *market housing.*

c) To support housing programs that are beneficial to the provision of *assisted* and *special needs housing.*

3.1.4(2) POLICIES

a) *Assisted* and *special needs housing shall* be permitted throughout the city, but are *encouraged* to locate within the Urban Area, where residential uses are permitted and where public transit, retail and *public service facilities* are readily accessible.

b) The *City* will encourage providers of *assisted* and *special needs housing* in maintaining the supply of *assisted* and *special needs housing* in the Urban Area of the city. The Zoning By-law *shall* contain provisions that will permit *assisted* and *special needs housing* in all residential neighbourhoods, subject to reasonable planning standards and design criteria.

c) The *City* will support the Halton Community Housing Corporation and other providers of *assisted* and *special needs housing* in providing *assisted* and *special needs housing* in the city, and will support their applications to senior levels of government for funding under housing programs.

d) The *City* will identify, promote and where appropriate, participate in, *assisted* and *special needs housing* opportunities funded by senior levels of government.

e) The *City* will recognize the importance of *development applications* which will provide *assisted* and *special needs housing*, and further, will give priority to planning approval of those receiving funding from senior levels of government or where proposed by a charitable not for profit organization. Any *development application shall* be assessed by the relevant policies of this Plan.

f) The *City shall* require that *assisted* and *affordable housing* projects receiving government funding include, as appropriate, units with *universal design* and energy conservation standards, as described by the Region of Halton.

g) Notwithstanding the other provisions of this Plan, the Zoning By-law *may* exclude *assisted* and *special needs housing* containing *dwelling units* without full culinary and sanitary facilities from the density provisions of this Plan.

3.2 PUBLIC SERVICE FACILITIES AND INSTITUTIONAL USES

This section is intended to ensure that a broad range of *public service facilities*, such as police/fire services, libraries, schools, parks, community centres, hospitals, and *long-term care facilities*, are planned for at a neighbourhood and city-wide scale in order to serve the current and future needs of residents. These services are provided by many levels of government and *public authorities*. The *City* makes decisions for some of these facilities, such as libraries, parks and community centres.

An *institutional use* includes a broad category of uses that provide a service to the public but that service is provided by other partners in the community. Examples include private day care facilities, trade schools, private schools, and places of worship. These are important uses that are part of a *complete community*.

3.2.1 OBJECTIVES

a) To ensure that *public service facilities* and *institutional uses* are recognized as having an important role both within neighbourhoods and the city as a whole.

b) To ensure that current and future neighbourhood and city-wide needs for *public service facilities* and *institutional uses* are considered and planned for as part of future growth and *development* planning.

c) To recognize the role of *public service facilities*, in particular parks and open spaces, in contributing to more *complete communities* that support recreation, sports and active living.

d) To support the development of a city-wide Post-Secondary Institution Strategy.

e) To recognize that *public service facilities* and *institutional uses may* contain *sensitive land uses* that *may* not be appropriate in all areas of the city.

3.2.2 POLICIES

a) *Public service facilities shall* be permitted in all land use designations identified on Schedule C: Land Use – Urban Area, Schedule I: Land Use – Rural Area and Schedule K: Land Use- North Aldershot; with the exception of the Natural Heritage System, Agricultural Area, and Mineral Resource Area designations of this Plan. Within the Niagara Escarpment Plan Area, the policies of the Niagara Escarpment Plan also apply.

b) In the Urban Area, *institutional uses shall* be permitted within all land use designations identified on Schedule C: Land Use - Urban Area, of this Plan, with the exception of the Natural Heritage System designation of this Plan. In the North Aldershot Area, *institutional uses may* be permitted within all land use designations identified on Schedule K: Land Use– North Aldershot, with the exception of the Greenlands (Escarpment Plan Area), Environmental Protection Area and North Aldershot Special Study Area land use designations, subject to meeting the conditions set out in Subsection 10.3.2 k) of this Plan.

c) Notwithstanding Subsections 3.2.2 a) and b) of this Plan, *public service facilities* and *institutional uses* are discouraged from locating within the *employment area* as they often require locations that would better serve the broader community. These uses *may* only be permitted in the *Employment Area* where the following criteria are met:

(i) the use is an *ancillary employment use,* as defined in Chapter 13, Definitions, of this Plan;

(ii) the use is located at the periphery of the *employment area,* as shown on Schedule B: Urban Structure, of this Plan by being within 400 m of a Major Arterial, Multi-Purpose Arterial Street or an Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(iii) the use has access to at least one Major Arterial, Multi-Purpose Arterial, Urban Avenue, or Industrial Connector Street, as identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan;

(iv) the use has a maximum floor area of 500 sq. m.; and,

(v) the use *shall* not contain a residential use.

d) Notwithstanding Subsections 3.2.2 b) of this Plan, *major places of worship shall* not be permitted within lands designated for employment uses, with the exception of lands designated Urban Corridor-Employment Lands.

e) Notwithstanding Subsections 3.2.2 a), b) and c) of this Plan, *public service facilities* and *institutional uses* that are considered a *sensitive land use* which are proposed within an *employment area, shall* be subject to the following:

(i) consideration of whether the use is considered an *ancillary employment use*;

(ii) meeting the criteria established in Subsection 3.2.2 c) ii) through v); and

(iii) a site-specific Zoning By-law amendment *shall* be required to the Zoning By-law. Such an amendment will be considered only following the completion of a land use compatibility assessment that addresses all relevant considerations such as noise, vibration, odour and dust, using Provincial Land Use Compatibility guidelines and the Region of Halton's Land Use Compatibility Guidelines, Air Quality Guidelines, the policies of Section 4.6, Land Use Compatibility, of this Plan, and any other relevant considerations to ensure that the location and design of the use mitigates *adverse effects*.

f) *Institutional uses* proposed within the Rural Area *shall* only be permitted to locate within the Rural Settlement Area designations as shown on Schedule I: Land Use – Rural Area, of this Plan.

g) The *City* will initiate the preparation of a comprehensive, city-wide Post-Secondary Institution Strategy that will consider, at a minimum:

(i) an economic development strategy;

(ii) an analysis and discussion of the relative strengths and opportunities related to the potential to accommodate a post-secondary institution in Primary Growth Areas, including the Downtown or *Major Transit Station Areas* or areas within the *Designated Greenfield Area*; and

(iii) an analysis of the *infrastructure,* investments and supportive uses that would likely be required to support a potential post-secondary institution.

h) *Area-specific plans shall* identify and plan for future *public service facility* needs, including community hubs as identified in Subsection 12.1.3 of this Plan, and *shall* have regard for potential future *institutional uses* which may be required to serve residents.

i) The implementing Zoning By-law *shall*:

(i) subject to the policies of Subsections 3.2.2 a), b), c), d) and e) of this Plan, permit *public service facilities* and *institutional uses* within all Urban Area zones, with the exception of the zones implementing the Natural Heritage System designation, provided such uses abut a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, Neighbourhood Connector or Industrial Connector Street, as identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan; and

(ii) establish regulations, where appropriate, regarding the location and associated *development* standards for *public service facilities* and *institutional uses* in order to achieve a high degree of *compatibility*

with surrounding areas. Such regulations *may* include, but *shall* not be limited to: design standards, parcel size requirements, minimum setbacks and/or minimum separation distances from like uses or other *sensitive land uses*.

j) Surplus *public service facilities may* be acquired by the *City* where such lands and/or buildings are deemed to be required to fulfill a community need, are cost-effective, and in cases involving surplus public education facilities, the acquisitions are in accordance with the appropriate Ontario Regulation for surplus public education facilities.

k) The co-location of more than one *public service facility* and/or *institutional use* within a single building, site or community hub is *encouraged*.

l) The City will collaborate and consult with service planning, funding and delivery sectors to facilitate the co-ordination and planning of community hubs and other *public service facilities.*

m) Notwithstanding any policy of this Plan, *public service facilities* and *institutional uses shall* not be subject to a floor area maximum as identified within any land use designation contained within this Plan, with the exception of *institutional uses* located within an *employment area* in accordance with Subsections 3.2.2 c), d) and e) of this Plan.

n) Notwithstanding Subsection 3.2.2 i) (i) of this Plan, *existing* public education facilities not abutting a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, Neighbourhood Connector or Industrial Connector Street as identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan, *shall* be a permitted use.

3.2.3 SITE-SPECIFIC POLICIES

a) **1500 Kerns Road and 4721 Palladium Way:** Notwithstanding Subsection 3.2.2 d) of this Plan, an individual *major place of worship* is permitted at 1500 Kerns Road and 4721 Palladium Way.

b) **4209 Palladium Way, 4691 Palladium Way, and 4380 South Service Road:** Notwithstanding Subsections 3.2.2 c) and e) of this Plan, individual *minor places of worship* are permitted at the following locations:

(i) 4209 Palladium Way;

(ii) 4691 Palladium Way;

(iii) 4380 South Service Road.

c) **4103 Palladium Way:** Notwithstanding Subsection 3.2.2 e), Subsection 8.2.2 i) and Subsection 8.2.2 j) of this Plan, a *long term care facility may* be

permitted on the site subject to a site specific Zoning By-law amendment which will be considered only following the completion of a land use compatibility assessment that addresses all relevant considerations such as noise, vibration, odor, and dust using Provincial Land Use Compatibility guidelines and the Region of Halton's Land Use Compatibility Guidelines, Air Quality Guidelines, the policies of Section 4.6, Land Use Compatibility, of this Plan and any other relevant considerations to ensure that the location and design of the use mitigates *adverse effects.*

3.3 PARKS, RECREATION AND OPEN SPACE

Parks and open space are an essential component of a healthy and *sustainable* city. Parks, open space and *recreational* opportunities contribute to a healthier environment and healthier residents, improving quality of life, providing positive public health outcomes and creating a sense of belonging. The policies in this section provide direction on parks and open space in all areas of the city.

3.3.1 OBJECTIVES

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character of the city and lifestyle of the city's residents.

b) To ensure an adequate and equitable supply of parks, open space and public gathering space, and that a full range of leisure opportunities, are available throughout the city.

c) To collaborate with other agencies such as the school boards, Conservation Halton and the Region of Halton, in the planning and development of parks and other *recreation* and leisure facilities.

d) To implement the park classification system established in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time, in order to effectively address the parks and *recreation* needs of city residents.

e) To collaborate with partner agencies to create and enhance the Cootes to Escarpment Ecopark System and the Niagara Escarpment Parks and Open Space System.

3.3.2 POLICIES

a) The municipal parks system *shall* consist of Parkettes, Neighbourhood Parks, Community Parks, City Wide Parks and Special Resource Areas/Linkages. The function of each type of park is defined in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time. The main function of each park type is as follows:

(i) a Parkette consists of a small land area that is designed to provide a variety of passive and visual benefits for the surrounding area;

(ii) a Neighbourhood Park is designed and located to serve the recreational needs of a neighbourhood;

(iii) a Community Park is designed and located to serve several neighbourhoods;

(iv) a City Park is designed to serve the leisure needs of all the residents of the city; and

(v) a Special Resource Area/Linkage is an area of parkland in its natural state used for conservation and/or preservation, and *may* include *non-intensive recreation uses.*

b) The policies in this section apply to all parks and open space throughout the city. Additional parks and open space policies are found in Chapter 8: Land Use Policies - Urban Area, Chapter 9: Land Use Policies – Rural Area, and Chapter 10: Land Use Policies - North Aldershot, of this Plan.

c) The location of neighbourhood parks, special resource areas/linkages and parkettes will not be designated on Schedule C: Land Use - Urban Area, Schedule I: Land Use - Rural Area, or Schedule K: Land Use - North Aldershot, of this Plan.

d) The amount of parkland to be provided in the city, including the distribution of parkland by park type will be defined in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time. The majority of new parkland will be acquired by the *City* through the *development* approval process as parkland dedication in accordance with Subsection 12.1.16 of this Plan.

e) The *City* will update the existing Parks, Recreation and Cultural Assets Master Plan, and *may* identify new park types and park functions.

f) Connections between neighbourhoods and parks, such as pedestrian and bicycle trails, *shall* be identified and secured during the *development* approval process. Provision for these connections *shall* be included in the design of the park. Additional policies related to trails and cycling are found in Subsection 6.2.4 of this Plan.

g) The public acquisition and/or use of *utility* corridors, such as railway rights-of-ways and hydro rights-of-ways, *shall* be *encouraged* for the purposes of expanding the city's walkway and bikeway systems.

h) A high priority *shall* be placed on environmental protection, accessibility for all ages and abilities, public safety, public access and increased visibility along streets during the detailed design and development of parks.

i) Parks *shall* be located, designed and maintained to enhance the local neighbourhood or community.

j) In areas of the city that are deficient in parkland, parkettes *may* be developed by the *City* to respond to this deficiency.

k) The *City* will work with other orders of government to co-ordinate strategies and funding opportunities to acquire and preserve parks and open space, with priority given to areas along the waterfront, the Cootes to Escarpment Ecopark System and the Niagara Escarpment Parks and Open Space System.

l) The design, development and use of Burloak Waterfront Park, Paletta Waterfront Park, LaSalle Park, Spencer Smith and Burlington Beach Waterfront Park will be subject to Park Master Plans, Park Development Plans and/or revitalization plans. Each Master Plan will be prepared by the *City*, in conjunction with the Region of Halton and Conservation Halton.

m) Consideration will be given to locating school sites and parks adjacent to one another, in order to avoid duplication of services.

3.3.3 OTHER USES

3.3.3(1) CEMETERIES AND ACCESSORY FACILITIES

a) A *cemetery* and *accessory* facilities and structures *shall* be located in accordance with Provincial Land Use Compatibility Guidelines. A *crematory shall* not be considered an *accessory* use to a cemetery and *shall* be considered an *industrial* use that is subject to the policies contained in Section 4.6, Land Use Compatibility, of this Plan.

3.4 CULTURAL RESOURCES

Culture makes each place unique and *cultural resources* are central to building a vibrant, liveable and unique community. They have the ability to boost economic development and tourism by making destinations for visitors and local residents and are linked to other aspects of the city's overall health, including the environment.

Cultural resources include the following categories: Community Cultural Organizations; Creative Cultural Industries; Cultural Events and Festivals; Cultural Facilities and Spaces; *Cultural Heritage Resources*; Independent Artists; Natural Heritage; and Public Art.

The *City* recognizes the importance of planning for a wide range of arts, culture, *recreation* and leisure opportunities as well as the role of *cultural resources* in meeting the needs of the community and ensuring that each component contributes to the future quality of life. Benefits can include: enhanced civic pride and identity; enhanced tourism and economic development opportunities; site beautification; enhanced cultural vibrancy; new opportunities for the local cultural community; encouragement of community dialogue; and a lasting legacy for future generations.

3.4.1 OBJECTIVES

a) To support *cultural resources* in a way that contributes to increased cultural vibrancy and diversity in the community.

b) To increase the amount of publicly visible art throughout the city.

3.4.2 GENERAL POLICIES

a) The *City* will support a wide range of *creative cultural industries* in appropriate locations throughout the city.

b) The *City* will maintain an inventory of *cultural resources*.

c) The *City* will consider opportunities for establishing cultural clusters or districts that can create a critical mass of cultural activity in specific geographic areas.

3.4.3 PUBLIC ART

a) The *City* will manage a city-wide public art program that will make art more visible throughout the city, in accordance with the Public Art Master Plan.

b) A citizens' panel *shall* advise and assist the *City* in the acquisition and siting of public art.

c) The *City* will ensure that public art is a consideration in all significant new and enhanced related capital projects.

d) The *City* will *encourage* the inclusion of public art in all significant private sector *development* across the city, using applicable planning tools and processes. Private sector developers will be *encouraged* to follow the best practices established by the *City* for the acquisition and selection of public art. The *City* will provide assistance in the application of these practices.

3.5 CULTURAL HERITAGE RESOURCES

Burlington's heritage is a living legacy that helps the community to understand its past, provides context for the present, and influences the future. *Cultural heritage resources* are comprised of *built heritage resources*, *cultural heritage landscapes,* and *archaeological resources*. *Cultural heritage resources* are located throughout the city and many are privately owned. These resources provide physical and cultural links to the identity of the city, create a sense of civic pride, and contribute to the quality of life and enjoyment of the city by residents and visitors alike. The *conservation* of *cultural heritage resources* also contributes to the overall *sustainability* of the city.

This section contains objectives and policies which recognize the irreplaceable nature of *cultural heritage resources* and provides a framework for their identification, promotion, and *conservation*.

3.5.1 OBJECTIVES

a) To recognize and raise awareness of *cultural heritage resources* in the city.

b) To *encourage* and support public and private stewardship of the city's *cultural heritage resources*.

c) To *encourage* innovation and creativity in the maintenance, *rehabilitation*, renovation, and reuse of *cultural heritage resources*.

d) To minimize the demolition, destruction, deterioration, and inappropriate alteration and/or use of *cultural heritage resources* in accordance with legislative authority and sound heritage conservation practices.

e) To identify *cultural heritage resource* conservation issues early on and throughout in the land use planning and decision-making process.

f) To ensure that new *development* in areas with cultural heritage character does not detract from the overall cultural heritage character of the area, as defined through study.

g) To identify *archaeological resources* and areas of archaeological potential and to ensure that significant *archaeological resources* are *conserved* on lands where *development* or *site alteration* is proposed.

h) To identify *cultural heritage landscapes* in the city.

i) To *encourage* an active and engaged approach to heritage conservation, and to provide practical advice to owners of *cultural heritage resources* about the means of protecting and maintaining *cultural heritage resources*.

j) To *encourage* and develop private and public financial and non-financial support for the conservation of *cultural heritage resources* and to support the continuing use, reuse, care and conservation of *cultural heritage resources* by encouraging property owners to seek out and apply for any available funding for conservation work and good stewardship.

k) To *encourage* other orders of government, including the Region of Halton, Provincial ministries, and Conservation Halton, to take actions to *conserve*, enhance and use *cultural heritage resources* located in the City of Burlington.

3.5.2 POLICIES

3.5.2(1) USE AND TREATMENT OF CULTURAL HERITAGE RESOURCES

a) The *City* will protect, enhance and manage *City*-owned and/or *City*-maintained *cultural heritage resources* in a manner that furthers the objectives of this Plan and sets an example of leadership for the community in the *conservation* of *cultural heritage resources*. Heritage *conservation* planning *shall* be an integral part of the land use planning process in the city.

b) The *City shall* consult its municipal heritage committee with regard to the identification, protection, use and treatment of *cultural heritage resources*.

c) *Cultural heritage landscapes*, including *cemeteries,* and *significant* views *should* be inventoried and *conserved.*

d) The *City* will consider the use of government and/or non-government funding, including grants, loans and/or tax rebates to support the implementation of heritage *conservation* objectives.

e) *Cultural heritage resources shall* be protected and *conserved*, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada and other recognized heritage protocols and standards.

f) The *City shall* use criteria established by Provincial regulation under The Ontario Heritage Act for determining cultural heritage value or interest and for identifying and evaluating properties for listing on the Municipal Register and for designation under The Ontario Heritage Act. The *City may* further refine these criteria and provide guidelines for their use.

3.5.2(2) PUBLIC ENGAGEMENT

a) *Cultural heritage resources shall* be *conserved* through actions that are determined in consultation with the municipal heritage committee (Heritage Burlington). Conservation actions will also be determined through consultation with property owners, local residents, special interest groups, government agencies, and First Nations and Metis communities, as

appropriate. These actions include identifying, managing, interpreting and using *cultural heritage resources* in responsible, creative and *sustainable* ways.

b) The municipal heritage committee will advise and assist the *City* on matters relating to *cultural heritage resources* and will promote heritage conservation and collaborative stewardship within the city, through public engagement and communication initiatives.

3.5.2(3) IMPLEMENTATION

a) A Municipal Register of Cultural Heritage Resources *shall* be maintained in consultation with the municipal heritage committee.

b) The Municipal Register *shall* contain all properties designated under The Ontario Heritage Act and *may* contain properties that are believed to be of cultural heritage value or interest to the *City* or a community, in accordance with The Ontario Heritage Act. To ensure effective protection and to maintain its currency, the Municipal Register will be updated regularly and be accessible to the public.

c) The *City* will participate in the *conservation* and *development* of *cultural heritage resources* through a range of actions which *may* include acquisition, assembly, resale, joint venture, tax incentives, grant or loan programs, community benefits, or other forms of involvement that will result in the sensitive *conservation* of those resources.

d) Pursuant to The Ontario Heritage Act, The Planning Act, The Building Code Act, The Municipal Act, or any other relevant legislation, the *City may* enact by-laws or adopt other measures for the management and *conservation* of *cultural heritage resources.*

e) The *City* will *encourage*, where appropriate, the adaptive re-use of a *built heritage resource* in a manner that is not destructive to the *heritage attributes* of the resource.

f) Pursuant to the provisions of The Ontario Heritage Act, the *City may* enter into heritage conservation easement agreements with private property owners to ensure the long-term maintenance and *conservation* of *cultural heritage resources*.

g) Provisions *may* be included within the Zoning By-law to ensure that the *development* of properties containing *cultural heritage resources*, and the *development* of properties adjacent to *cultural heritage resources,* are *compatible* with the existing heritage character of an area.

h) *Area-specific planning* land use studies and *community improvement plans* and programs, including the provision of *infrastructure*, *shall* identify *cultural heritage resources* that exist in the area under study and propose ways to *conserve*, integrate, protect and enhance any significant *cultural heritage resources*.

3.5.2(4) HERITAGE DESIGNATION

a) The designation of *cultural heritage resources* under the provisions of The Ontario Heritage Act, will be pursued to implement the objectives and policies of this Plan.

b) The *City may* give priority to designating non-designated properties listed on the Municipal Register over other historic properties.

c) The *"*Statement of Significance*"* in a designation by-law will outline the *heritage attributes* that must be maintained and which define the heritage value of the *cultural heritage resource*.

d) Owners of *cultural heritage resources* designated under The Ontario Heritage Act *shall* be required to *conserve* the *heritage attributes* identified in the Statement of Significance of the resource.

e) *Cultural heritage resources may* be *conserved* through designation as Heritage Conservation Districts under The Ontario Heritage Act where some or all of the following criteria have been met:

(i) the District contains *cultural heritage resources* that reflect an aspect of local history by nature of location and historical significance of setting;

(ii) the District contains *cultural heritage resources* that are of a style of architecture or method of construction which is historically or architecturally significant to the city, Region or Province;

(iii) the District contains other important earth science features, *archaeological resources*, natural elements, landscape or aesthetic attributes that are not sufficient for individual designation, but lend support in evaluating the criteria for designation; and/or

(iv) that together are of cultural heritage value to a community for their interrelationship, meaning or association, which is explored and determined through a community engagement process.

3.5.2.(4.1) USE AND TREATMENT OF DESIGNATED CULTURAL HERITAGE RESOURCES

a) *Cultural heritage resources* designated under The Ontario Heritage Act will be *conserved* in accordance with best practices in heritage *conservation*.

b) Alterations to *cultural heritage resources* designated under The Ontario Heritage Act, including *site alteration* or the erection, demolition, alteration, or removal of any building or structures on the designated property, will require the written consent of the *City* in accordance with The Ontario Heritage Act.

c) The *City* will require the submission of supporting materials, which *may* include a Heritage Impact Statement prepared by a *qualified person*, prior to recognizing a complete application for consent to alter a property designated under The Ontario Heritage Act.

d) Any alteration to an existing building or structure and/or new construction within a Heritage Conservation District under The Ontario Heritage Act will be considered on the property's assessed heritage value and contribution to the character of the district as determined by the district guidelines.

3.5.2(5) DEVELOPMENT POLICIES

a) All *development shall* consider *cultural heritage resources* and, wherever feasible, incorporate these resources into any *development* plans in a way that *conserves* the *heritage attributes* of the *cultural heritage resource.*

b) If *development* is proposed on any property that in the opinion of the *City* has the potential to meet eligibility criteria for designation under The Ontario Heritage Act, the property, or portions of the property, *may* be considered for heritage designation or the entering into of a heritage conservation easement agreement, to secure *conservation* of *cultural heritage resources*.

c) All options for the retention of *cultural heritage resources* in their original location *should* be exhausted before resorting to re-location. The following alternatives *shall* be given due consideration in order of priority:

(i) on-site retention in the original use and location and integration with the surrounding or new *development*;

(ii) on-site retention in an adaptive re-use;

(iii) re-location to another site within the same *development*; and

(iv) re-location to a sympathetic site within the city.

The *City* will consider other *conservation* solutions as appropriate.

d) Completion of a Heritage Impact Study by a *qualified person shall* be required prior to the *City* recognizing a complete application for proposed *development,* where the *City* foresees potential unacceptable impacts on the *heritage attributes*(including important landscapes, vistas and *streetscape*) of a property designated pursuant to The Ontario Heritage Act, or of a property that in the opinion of the *City* has the potential to meet eligibility criteria for designation under The Ontario Heritage Act. Completion of a Heritage Impact Study *may* be required prior to any approvals for proposed *development* where the *City* foresees potential unacceptable adverse impacts on the cultural *heritage attributes* of any other property identified on the City's Municipal Register. The applicant *shall* submit a Heritage Impact Statement when:

(i) the proposal requires an Official Plan Amendment, a zoning by-law amendment, a plan of subdivision, a plan of condominium, a site plan application, or where necessary, a consent or minor variance application;

(ii) the proposal involves the demolition of a building or the removal of a building or landscape feature or part thereof of a *cultural heritage resource*; and/or

(iii) there is potential for unacceptable adverse impacts to a *cultural heritage resource* from the proposed *development*.

e) If a *development* proposal substantially changes in scope and/or design from that described in the Heritage Impact Statement, the *City shall* require that the applicant submit additional information, which may include a revised Heritage Impact Statement, as needed in the opinion of the *City*.

f) Approval of *development* on lands containing *cultural heritage resources* and/or within a *cultural heritage landscape may* be subject to *conservation* of the *cultural heritage resource*. Should the *City,* in consultation with its municipal heritage committee, determine that the proposal to alter, demolish or erect a structure that would detract from, or indirectly impair the character, quality, *heritage attributes* or stability of a *significant cultural heritage resource*, the proposal *shall* be subject to the recommendations of a Heritage Impact Statement.

g) *Cultural heritage resources* that are to be removed, demolished, or significantly altered with the appropriate approvals from the *City, shall* be recorded for archival purposes with a history, photographic record and measured drawings, as appropriate, before alteration, removal or demolition. Such documentation *shall* be provided to the *City* for archival purposes.

h) Local *utility* companies and public works projects *shall* design and locate *infrastructure*, equipment and devices and conduct work in such a manner so that they do not detract from the visual character of the *heritage attributes* of *cultural heritage resources.*

i) *Trees* and other vegetation and/or landscape features identified as contributing to the cultural heritage value or interest of a *cultural heritage resource should* be *preserved*, and considered in the design of any *development.* Where removal of *trees* or other vegetation and/or landscape features identified as contributing to the cultural heritage value or interest of a *cultural heritage resource* is proposed, the *City may* require the applicant to revise the proposal such that these features are retained.

j) The *City may* require a letter of credit or other financial security satisfactory to the *City,* from the owner of property containing a *cultural heritage resource* or of property within a *cultural heritage landscape,* to secure:

(i) protection of the resource during *development* and/or re-location; and/or

(ii) implementation of measures to *conserve* the *cultural heritage resource* approved by the *City.*

k) For the purpose of assessing the impacts of *development* or *site alteration* on adjacent lands to protected heritage property, adjacent lands include lands that directly abut the *protected heritage property*; lands located on any corner of an intersection where a *protected heritage property* occupies one of the corners; and lands located directly across a public or private street from a *protected heritage property*.

l) *Development* and *site alteration shall* not be permitted on adjacent lands to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved.*

3.5.2.(5.1) CULTURAL HERITAGE LANDSCAPES

a) The proponent of a major *development* or *infrastructure* proposal within a Cultural Heritage Landscape Study Area Boundary identified in Appendix -A-1: Cultural Heritage Landscape Study Area: Rural, of this Plan, *may* be required to prepare a Cultural Heritage Landscape Impact Assessment. The Assessment *shall* be completed by a *qualified person* in accordance with terms of reference approved by the *City* and *shall* include:

(i) the identification and evaluation of *cultural heritage resources,* natural features and landscape and aesthetic attributes within and

adjacent to the Cultural Heritage Landscape Study Area and the inter-relationships among them;

(ii) public and agency consultation to assess the significance and value of the *cultural heritage landscape* and its components to the community;

(iii) mapping of *cultural heritage resources* and attributes and of the boundaries of the *cultural heritage landscape* as identified through the Assessment;

(iv) a Statement of Significance providing a brief summary of the cultural heritage value or interest, historical integrity and community value of the *cultural heritage landscape* as developed during the evaluation of its significance; and

(v) recommended measures and strategies to *conserve* the *cultural heritage landscape*.

b) Where a Cultural Heritage Landscape Impact Assessment is required by Subsection 8.1.1(3.23)(d) of this Plan, it *shall* be completed by a *qualified person* in accordance with terms of reference approved by the *City*. The Cultural Heritage Landscape Impact Assessment should assess the entire potential cultural heritage landscape study area within which the *development* is proposed, as shown on Appendix A-2: Potential Cultural Heritage Landscape Study Areas: Downtown, but may be scoped to the satisfaction of the *City* through the approved terms of reference.

c) If a *development* proposal substantially changes in scope and/or design from that described in a Cultural Heritage Landscape Impact Assessment, the *City shall* require that the applicant submit additional information, which may include revisions or addenda to the Cultural Heritage Landscape Impact Assessment.

d) The recommendations of an approved Cultural Heritage Landscape Impact Assessment *shall* be implemented through approvals required under The Planning Act, The Niagara Escarpment Planning and Development Act, The Heritage Act, and other applicable legislation and regulations.

3.5.2(5.2) ARCHAEOLOGICAL RESOURCES

a) *Development* and *site alteration shall* not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved*. In consultation with the Provincial and Regional governments, the need for the study and *conservation* of *significant* archaeological sites *shall* be determined during

the review of *development* or *site alteration* proposals. An archaeological survey and the *conservation* or rescue excavation of *significant archaeological resources*, that *may* be affected by the *development* or *site alteration may* be required. Archaeological assessments and mitigation *shall* be done by an archaeological consultant licensed by the appropriate Provincial Ministry.

b) The *City* recognizes the role of the Region of Halton in maintaining and implementing the Archaeological Master Plan. The Archaeological Master Plan *shall* be referenced as an important planning tool and implemented within the boundaries of the city and *shall* be a consideration as part of any planning process.

c) Any archaeological or other artifacts of cultural heritage *significance* discovered on properties during the *development* or *site alteration* of privately owned land *shall* be deeded gratuitously to the appropriate *public authority*.

d) Removal of artifacts from an archaeological site *shall* be prohibited, except in accordance with the requirements of The Ontario Heritage Act, the Provincial Government or the *City*.

e) The *City shall* engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

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ENVIRONMENT AND SUSTAINABILITY

Sustainable development is about meeting the needs of today without compromising the needs of future generations. The goal of *sustainable development* is to create city systems and built form that support the kinds of communities and connections that provide social, economic and environmental well-being now and in the future.

In 1990, Burlington *City* Council declared the City a *Sustainable Development* Community and in 1994 *City* Council adopted principles and objectives of *Sustainable Development*, to guide the citizens and leadership of the city in their discussions and decisions on how to achieve *sustainable development*. Council's 2015 - 2040 Strategic Plan reaffirms the *City's* commitment to *sustainable development*. This chapter of the Plan reflects the *City's* intention to continue to be a prosperous, liveable and healthy community through the process of s*ustainable development*. This includes policies to protect and enhance the Natural Heritage System, *urban forest,* and our *watersheds,* to achieve *sustainable* design and environmental *compatibility*, provide various types of *green infrastructure,* and prepare for the *impacts of a changing climate*, contamination and other environmental matters.

While the policies in this chapter are primarily related to environmental *sustainability,* it is important to note that the principles of *sustainable development* have been applied to all policies throughout this Plan to achieve *sustainable* land use patterns, transportation systems and community and economic development.

The principles and objectives of *sustainable development,* as updated and adopted by *City* Council in 2017, are included as Appendix D: Sustainable Development Principles and Objectives, of this Plan.

The *City* will maintain a citizens' advisory committee to advise and assist the *City* on the implementation of Principles and Objectives of Sustainable Development, as outlined in Appendix D of this Plan, through the review of *development applications*, policies and other matters of interest in accordance with the terms of reference for the committee adopted and periodically reviewed by the *City.*

4.1 CLIMATE CHANGE AND AIR QUALITY

In order to achieve a *sustainable* community, and human and *ecosystem* health, climate change and air pollution must be addressed. Climate change and air pollution impacts are caused primarily by burning fossil fuels, resulting in the emission of greenhouse gases and air pollutants. These impacts can be reduced

through *sustainable,* effective and efficient land use and transportation policies that reduce air and greenhouse gas emissions. This section of the Plan highlights policies that contribute to the mitigation of greenhouse gas and fuel emissions, policies that enhance carbon sinks such as the Natural Heritage System and A*gricultural System*, and policies that address adaptation in order to minimize the city's vulnerability to the unacceptable impacts of climate change, all of which contribute to a more resilient community and *infrastructure*.

4.1.1 OBJECTIVES

a) To increase community resiliency to the *impacts of a changing climate* through mitigation and adaptation measures and through the maintenance and restoration of the Natural Heritage System.

b) To work towards the goal of the city community being net carbon-neutral.

c) To enhance air quality.

4.1.2 POLICIES

a) The *City* will work to improve air quality and energy efficiency, to reduce greenhouse gas and fuel emissions, and to mitigate and adapt to the *impacts of a changing climate* through land use and transportation policies related to:

(i) maintaining the urban boundary and seeking a compact built form in Mixed Use Intensification Areas;

(ii) achieving mixed use development to encourage walking, cycling and transit;

(iii) locating intensification in areas which are well served by existing or planned transit;

(iv) promoting and encouraging modal shift towards transit and active transportation, using tools such as transportation demand management;

(v) addressing parking management, primarily through the Zoning By-law, that does not undermine transit and active modes of transportation;

(vi) maintaining, restoring and enhancing the urban forest and Natural Heritage System;

(vii) recognizing the importance of watershed planning for protecting and identifying water resource systems, undertaking stormwater

management, and mitigating potential risk associated with natural hazards;

(viii) encouraging energy generation from renewable sources and community energy solutions such as micro grids, district energy, and energy storage;

(ix) encouraging sustainable, energy efficient and low carbon buildings;

(x) addressing air quality impacts through land use compatibility policies;

(xi) developing and implementing a Community Energy Plan with energy conservation measures and a carbon reduction target; and

(xii) supporting local agriculture and food production; and

(xiii) focusing freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities.

4.2 NATURAL HERITAGE SYSTEM

The natural heritage system (NHS) makes a valuable contribution to the environmental, economic, social and cultural well-being of the city and to the health of the city's residents. Natural features such as Lake Ontario, Burlington Bay/Hamilton Harbour, the Niagara Escarpment, and the city's forests and valleys have helped to shape the character of the Burlington.

The natural heritage system is made up of *natural heritage features and areas,* such as *woodlands* and *wetlands*, shorelines, *enhancements and buffers,* and the *linkages* and inter-relationships among them, and with the surrounding landscape. The natural heritage system is intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and *ecosystems*.

A healthy natural heritage system provides a wide range of benefits to the city's residents, farms and businesses including: protecting water resources and maintaining healthy *watersheds*; moderating stormwater runoff, flooding and erosion; reducing air pollution and acting as a sink for greenhouse gases; maintaining biodiversity and native plant and wildlife populations; and providing opportunities for residents and visitors to experience and enjoy nature.

The natural heritage system policies are directed at planning and managing the city's *natural heritage features and areas* and the interconnections among them as an integrated natural heritage system that is part of a much larger system extending beyond the city's boundaries. The goal is to increase the certainty that the biodiversity and *ecological* and *hydrologic functions* of the natural heritage system will be protected and enhanced for present and future generations.

4.2.1 OBJECTIVES

a) To maintain, restore and enhance the long-term *ecological integrity* and biodiversity of the Natural Heritage System and its *ecological* and *hydrologic functions.*

b) To maintain, restore and enhance the continuity of *linkages* and functional inter-relationships among *natural heritage features and areas*, *surface water* and *groundwater features and hydrologic functions.*

c) To maintain and enhance the landscape quality and open space character of the Niagara Escarpment.

d) To provide a buffer to prominent Escarpment features and ecologically sensitive areas of the Escarpment.

e) To support *agriculture* as a complementary and compatible use outside *Key Natural Features.*

f) To recognize, promote and protect *agriculture* as a primary activity within *Prime Agricultural Areas*, in accordance with the policies of Subsection 9.2.4, *Prime Agricultural Areas*, of this Plan.

g) To maintain, restore and enhance *Key Natural Features,* without limiting the ability of existing *agricultural uses* to continue.

h) To maintain a continuous natural open space system providing separation between *settlement areas*.

i) To direct *development* to locations outside *hazardous lands* and *hazardous sites.*

j) To maintain, protect and enhance the quality and quantity of ground and surface water and their related *hydrologic functions.*

k) To avoid increased flooding, erosion and sedimentation.

l) To preserve examples of the landscape that display *significant* earth science features and their associated processes.

m) To enhance air quality.

n) To provide opportunities for scientific study and education.

o) To provide opportunities for *non-intensive recreation uses* within the Natural Heritage System, where appropriate.

4.2.2 GENERAL POLICIES

a) The Natural Heritage System consists of two components: the *City's* Natural Heritage System and the Greenbelt Natural Heritage System. The Natural Heritage System (NHS) is shown on Schedule M: The Natural Heritage System, of this Plan. The Natural Heritage System and its components are defined by the policies of this Plan.

b) The Provincial Growth Plan provides for the identification and protection of the Natural Heritage System for the Growth Plan, which applies outside of the Greenbelt Area, Niagara Escarpment Plan Area, and *settlement areas*. Provincial mapping for the Natural Heritage System for the Growth Plan is to be incorporated as an overlay in municipal official plans but does not apply until it has been implemented by the applicable upper- or single-tier official plan. Until that time, the policies of the Provincial Growth Plan that refer to the Natural Heritage System for the Growth Plan will apply to the *City's* Natural Heritage System, outside of the Greenbelt Area, Niagara Escarpment Plan Area, and *settlement areas*, as identified on Schedule M: Natural

Heritage System, of this Plan. Once the Natural Heritage System for the Growth Plan has been implemented through a *municipal comprehensive review* by the Region of Halton, the mapping will be incorporated into this Plan by amendment or as part of the *City's* next statutory review of this Plan.

c) Within the Natural Heritage System, the policies of the applicable Provincial Plans as identified on Schedule A-1: City System - Provincial Land Use Plans and Designations, *shall* apply as follows, in addition to the policies of this Plan:

(i) within the Greenbelt Plan Area, the policies of the Greenbelt Plan *shall* apply. This Plan *may* contain policies that are more stringent than the requirements of the Greenbelt Plan, provided that they do not conflict with the Greenbelt Plan. However, with the exception of section 4.6 of the Greenbelt Plan, this Plan *shall* not be more restrictive than sections 3.1 and 4.3.2 of the Greenbelt Plan as they apply to *agricultural* uses and mineral aggregate resources respectively;

(ii) within the Niagara Escarpment Plan Area the policies of the Niagara Escarpment Plan shall apply. The policies of this Plan may be more stringent than the requirements of the Niagara Escarpment Plan, provided that they do not conflict with the Niagara Escarpment Plan;

(iii) within the Parkway Belt West Plan Area, the policies of the Parkway Belt West Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Parkway Belt West Plan, provided that they do not conflict with the Parkway Belt West Plan;

(iv) within the North Aldershot Area as shown on Schedule K: Land Use-North Aldershot, the policies of the Provincial Growth Plan *shall* apply with respect to those lands that are outside both the Niagara Escarpment Plan Area and the Greenbelt Plan Area.

In the event of a conflict between the provisions of this Plan and those of an applicable provincial plan, the provisions of the applicable provincial plan *shall* prevail; however, where the provisions of this Plan are more restrictive the provisions of this Plan *shall* apply, unless doing so would conflict with the Provincial Plan.

d) The *City's* Natural Heritage System is made up of:

(i) areas so designated on Schedule C: Land Use - Urban Area, and Schedule I: Land Use -Rural Area, of this Plan;

(ii) the shoreline along Lake Ontario and Burlington Bay/Hamilton Harbour; and

(iii) areas identified as Natural Heritage System on Schedule M: The Natural Heritage System within the North Aldershot Planning Area; and

(iv) *Natural Heritage Features and Areas* not designated as Natural Heritage System on Schedule C: Land Use - Urban Area, or Schedule I: Land Use - Rural Area, or not shown as *Natural Heritage Features and Areas* on Schedule M: The Natural Heritage System, of this Plan.

e) The *City's* Natural Heritage System embodies a systems approach to protecting and enhancing *natural heritage features and areas* and *ecological* and *hydrologic functions* and is scientifically structured on the basis of the following components:

(i) *Key Natural Features*, which include:

a. *habitat of endangered species and threatened species*;

b. *significant wetlands*;

c. *significant coastal wetlands;*

d. *significant woodlands*;

e. *significant valleylands;*

f. *significant wildlife habitat;*

g. *significant areas of natural and scientific interest;* and

h. *fish habitat;*

Key Natural Features that have been identified are shown on Schedule M: The Natural Heritage System, of this Plan. Additional *Key Natural Features may* be identified through future studies, through the *development application* or *site alteration* application process, or through an Environmental Assessment. Schedule M may not identify refinements to the Natural Heritage System that have been approved pursuant to Subsection 4.2.2 h) of this Plan or additions to the Natural Heritage System that have been identified in accordance with Subsection 4.2.2 k) of this Plan.

(ii) *enhancements to the Key Natural Features* including *Centres for Biodiversity;*

(iii) *linkages;*

(iv) *buffers;*

(v) *watercourses* that are within a Conservation Halton Regulation Limit or that provide a *linkage* to a *wetland* or a *significant woodland*; and

(vi) *wetlands* other than those considered *significant* under Subsection 4.2.2 e) (i) of this Plan.

f) The *City's* Natural Heritage System includes lands that are:

(i) designated as Escarpment Natural Area or Escarpment Protection Area in the Niagara Escarpment Plan; and

(ii) regulated as *hazardous lands* and *hazardous sites* as determined, mapped and refined from time to time by Conservation Halton. Policies respecting *hazardous lands* and *hazardous sites* are contained in Subsection 4.4.2(3) of this Plan.

g) Those lands that are within the Natural Heritage System but are outside the *Key Natural Features,* and those where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*, also are part of the Agricultural Land Base as shown on Schedule J: The Agricultural Land Base-Rural Area, of this Plan. Within those lands *agriculture* is recognized, supported and promoted in accordance with the policies of Section 9.2, The Agricultural System, of this Plan.

h) The boundaries of the *City's* Natural Heritage System, and of *Key Natural Features* within it, *may* be refined, with additions, deletions and/or boundary adjustments, through:

(i) a sub-*watershed* study undertaken in the context of an *area-specific plan* and prepared in accordance with Subsection 4.4.2(1) of this Plan*;*

(ii) an individual Environmental Impact Assessment (EIA) prepared in accordance with Subsection 4.2.4 of this Plan; or

(iii) a similar study based on terms of reference accepted by the *City*, the Region of Halton and, where appropriate, Conservation Halton;

provided that the study or EIA has been accepted by the *City,* the Region of Halton and, where appropriate, Conservation Halton. Once such refinements have been approved through an approval process under The Planning Act, The Niagara Escarpment Planning and Development Act or Federal or Provincial Environmental Assessment requirements, these refinements *shall* be in effect on the date of such approval. Once such refinements have been incorporated in the Regional Official Plan, the *City shall* incorporate them in the appropriate Schedules to this Plan as part of an Official Plan Amendment supported by an EIA or through the *City's* statutory review of this Plan. If the refinement undertaken in accordance with this policy leads to a reduction in the size of the Natural Heritage System designation, the new land use designation *shall* be consistent with the Urban Structure on Schedule B:

Urban Structure, unless more specific policy direction is provided, and *shall* not require an Official Plan Amendment.

i) Refinements to the *City's* Natural Heritage System *should* be determined *at* an early stage in the planning process or the *development application* or *site alteration* application process, and in the broadest available context, at a point where there is greater opportunity to design the *development* to protect and enhance the natural features and *ecological* and *hydrologic functions* of all components of the *City's* Natural Heritage System and therefore to improve the long-term *sustainability* of the Natural Heritage System as a whole.

j) Notwithstanding Subsection 4.2.2 h) of this Plan, refinements to the boundaries of the following *Key Natural Features* identified by the Province *shall* be prohibited except in accordance with Provincial and Federal legislation or regulations:

(i) *significant Areas of Natural and Scientific Interest*; and

(ii) *significant wetlands* and *significant coastal wetlands*.

k) If, through the preparation of an *area-specific plan* or the review of a *development application* or an application for *site alteration*, it is found that there are one or more natural features on or adjacent to the site of the application that are not shown on Schedule M: The Natural Heritage System, of this Plan, and that have not been adequately identified or evaluated, or for which new information has become available, the applicant *may* be required to have an Environmental Impact Assessment (EIA) prepared by a *qualified person* to the satisfaction of the *City,* the Region of Halton and, where appropriate, Conservation Halton and the Province, to determine whether the feature is a *Key Natural Feature*. If it is determined that the feature is a *Key Natural Feature,* the policies of Section 4.2, Natural Heritage System, of this Plan, *shall* apply to the application. The *City* will maintain mapping showing such *Key Natural Features* and they *shall* be identified on the appropriate Schedules to this Plan as part of the *City's* statutory review of the Plan.

l) *Existing uses*, including *agricultural operations*, are permitted within *Key Natural Features* and can continue. The construction or expansion of buildings or structures *shall* be subject to subsection 4.2.2(m), of this Plan.

m) The *City shall* apply a systems based approach to *development* and *site alteration* within and adjacent to the *City's* Natural Heritage System, including the establishment of permitted uses, by:

(i) prohibiting *development* and *site alteration* within:

a. significant wetlands and significant coastal wetlands;

b. *fish habitat* except in accordance with Provincial and Federal legislation or regulations;

c. the *habitat of endangered species and threatened species* except in accordance with Provincial and Federal legislation or regulations; and

d. *hazardous lands, hazardous sites* and other areas regulated by Conservation Halton unless the *development application* is in accordance with Subsection 4.4.2(3) of this Plan and permission has been received by Conservation Halton;

(ii) not permitting *development* or *site alteration* within or adjacent to the *City's* Natural Heritage System unless it has been demonstrated through the EIA or equivalent study that there will be no *negative impacts* on the *City's* Natural Heritage System or on *natural heritage features and areas* or their *ecological* and *hydrologic functions* or *linkages*. In applying this policy, *agricultural operations* are considered to be compatible and complementary uses in those parts of the *City's* Natural Heritage System within the Agricultural Land Base as shown on Schedule J: The Agricultural Land Base-Rural Area, of this Plan, and are supported and promoted in accordance with the policies of this Plan. Subsection 4.2.4, of this Plan, identifies when an Environmental Impact Assessment is required;

(iii) applying the Natural Heritage System policies of this Plan to a *development application* or *site alteration* application within the city that is located within one hundred and twenty (120) m of a Natural Heritage System or a *Key Natural Feature* designated in the Official Plan of an abutting municipality; and

(iv) supporting the interconnection of the Natural Heritage System to Natural Heritage Systems in neighbouring municipalities.

n) Where appropriate, the *City* will enhance the function of the *City's* Natural Heritage System through the *development* process by locating City parks and open space adjacent to or near the *City's* Natural Heritage System and designing and managing that open space to enhance natural features and *ecological* and *hydrologic functions.*

o) The designation of land as part of the Natural Heritage System does not imply:

(i) that those lands are available or open for public use; or

(ii) that the *City* intends to purchase those lands.

4.2.3 GREENBELT NATURAL HERITAGE SYSTEM

a) The Greenbelt Natural Heritage System identified in the Provincial Greenbelt Plan is shown as an overlay on Schedule M: The Natural Heritage System, of this Plan. The purpose of the policies in this Section of the Plan is to implement the policies of the Greenbelt Plan as they apply to the Greenbelt Natural Heritage System.

b) The Greenbelt Natural Heritage System represents a systems approach to protecting natural features and functions within the Greenbelt Plan Area and its construct is equivalent to that of the *City's* Natural Heritage System as described in Subsection 4.2.2 e) of this Plan. The *Key Natural Features* within the Natural Heritage System referred to under Subsection 4.2.2 e) (i) of this Plan, and the following *Key Natural Features* within the Greenbelt Natural Heritage System are shown on Schedule M: The Natural Heritage System, of this Plan:

(i) sand barrens, savannahs and tall grass prairies;

(ii) permanent and intermittent streams;

(iii) lakes;

(iv) seepage areas and springs;

(v) alvars; and

(vi) *significant habitat of special concern species*.

c) While the Greenbelt Natural Heritage System and the City's Natural Heritage System have different sets of planning policies, they complement each other and together implement the *City*'s vision of a *sustainable* Natural Heritage System that preserves and enhances the biological diversity and *ecological* and *hydrologic functions* of the city. Within those parts of the Greenbelt and *City's* Natural Heritage Systems that are within the Agricultural System described in Section 9.2, The Agricultural System, of this Plan, *agricultural operations* are considered as compatible and complementary uses towards implementing this vision.

d) Refinements to the boundaries of the Greenbelt Natural Heritage System are not permitted unless as a result of amendments to the Greenbelt Plan by the Province. The boundaries of *Key Natural Features* within the Greenbelt Natural Heritage System *may* be refined in accordance with Subsections 4.2.2 h), i) and j) of this Plan.

e) The *City shall* prohibit *development* or *site alteration* within the *Key Natural Features* of the Greenbelt Natural Heritage System, except in accordance with the policies of this Plan, the Regional Official Plan and the Greenbelt Plan.

f) The *City shall* not permit *development* or *site alteration* on lands adjacent to the *Key Natural Features* of the Greenbelt Natural Heritage System unless the proponent has evaluated the *ecological* and *hydrologic functions* of these lands through an Environmental Impact Assessment (EIA) in accordance with Subsection 4.2.4 of this Plan.

g) Notwithstanding Subsections 4.2.3 e) and f) of this Plan, the following uses *may* be permitted within *Key Natural Features* of the Greenbelt Natural Heritage System, subject to the applicable policies of this Plan:

(i) *forest, fisheries* and *wildlife management* that is carried out in a manner that maintains or, where possible, improves these features and their functions;

(ii) conservation and flood or erosion control projects if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

(iii) archaeological activities;

(iv) *essential* linear *infrastructure* facilities subject to Subsection 6.1.2 h) of this Plan;

(v) *non-intensive recreation uses* such as nature viewing, pedestrian trails and small-*scale* structures such as boardwalks, footbridges, fences, docks, and picnic facilities where *negative impacts* are minimized;

(vi) *existing uses*, including existing *agricultural* uses; and

(vii) *mineral aggregate operations*, subject to the policies of Section 4.10, Mineral Aggregate Resources, of this Plan.

h) The proponent of any *development* or *site alteration*, including public works, that is located wholly or partially within the Greenbelt Natural Heritage System or within one hundred and twenty (120) m of a *Key Natural Feature shall* be required to carry out an Environmental Impact Assessment (EIA) prepared by a *qualified person,* in accordance with Subsection 4.2.4 of this Plan to the satisfaction of the *City*, the Region of Halton, and, where appropriate, the Conservation Authority. The EIA will identify a *vegetation protection zone* which:

(i) is of sufficient width to protect the *Key Natural Feature* and its functions from the *negative impacts* of the proposed *development* or

site alteration and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its functions; and

(ii) is established to achieve, and be maintained as *natural self-sustaining vegetation*.

i) A proposal for new *development* or *site alteration* within the Greenbelt Natural Heritage System is not subject to Subsection 4.2.3 h) of this Plan where the only *key natural feature* is the *habitat of endangered species and threatened species*.

j) Notwithstanding Subsection 4.2.3 h) of this Plan, a minimum *vegetation protection zone* thirty *(*30) m wide *shall* be required for *wetlands*, seepage areas and springs, *fish habitat*, permanent and intermittent streams, lakes, and *significant woodlands*, measured from the outside boundary of the *Key Natural Feature* or *key hydrologic feature*.

k) For *agriculture*-related *development* or *site alteration* the requirement for an EIA under Subsection 4.2.3 h) of this Plan is reduced to within 30 m of a *Key Natural Feature*.

l) Notwithstanding Subsection 4.2.3 h) of this Plan, new buildings and structures for *agricultural, agriculture-related* or *on-farm diversified uses* are not required to undertake a natural heritage or hydrologic evaluation if a minimum 30 metre *vegetation protection zone* is provided from a *Key Natural Feature* or *key hydrologic feature*. In addition, these uses are exempt from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is and will continue to be used for *agricultural* purposes. However, *agricultural, agriculture-related* and *on-farm diversified uses shall* pursue best management practices to protect and/or restore *Key Natural Features* and *key hydrologic features* and functions.

m) Notwithstanding Subsections 4.2.3 h), i) and j) of this Plan, expansions or alterations to *existing* buildings and structures for *agricultural uses, agriculture-related uses* or *on-farm diversified uses* and expansions to *existing* residential dwellings *may* be considered within *key natural features, key hydrologic features* and their associated *vegetation protection zones* if it is demonstrated that:

(i) there is no alternative and the expansion or alteration in the *key natural feature* is minimized and, in the *vegetation protection zone,* is directed away from the *Key Natural Feature* to the maximum extent possible; and

(ii) the impact of the expansion or alteration on the *Key Natural Feature* and its functions is minimized and mitigated to the maximum extent possible.

n) Notwithstanding Subsections 4.2.3 h), i) and j) of this Plan, expansions to *existing* buildings and structures, accessory structures and uses and/or conversions of legally *existing uses* which bring the use more into conformity with this Plan are permitted subject to a demonstration of the following:

(i) new municipal *sewage and water services* are not required; and

(ii) The use does not expand into *key natural features* or *key hydrologic features* or their associated *vegetation protection zones*, unless there is no other alternative, in which case any expansion *shall* be limited in scope and kept within close geographical proximity to the *existing* structure.

4.2.4 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

a) Where any of the following *developments* or *site alterations* are proposed, the proponent *shall* be required to carry out an Environmental Impact Assessment (EIA) in accordance with the Region of Halton's Environmental Impact Assessment Guidelines to the satisfaction of the *City,* the Region of Halton and, where appropriate, Conservation Halton and the Niagara Escarpment Commission:

(i) the following buildings and structures if located wholly or partially inside or within thirty (30) m of any *Key Natural Feature* of the *City's* Natural Heritage System, other than where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*;

a. single-detached dwellings on *existing lots* and their *accessory uses;*

b. *agricultural* buildings and structures and buildings and structures for uses permitted under Subsection 9.2.3 a) (xvi) of this Plan, and expansions to such buildings and structures, with a footprint not exceeding one thousand (1,000) sq. m. If the proposed buildings or structures are located entirely within the boundary of an existing farm *building cluster* that is surrounded by *woodlands,* an EIA is not required if there is no *tree* removal within the *woodlands;*

(ii) *agricultural* buildings and structures and buildings and structures for uses permitted under Subsection 9.2.3 a) (xvi) of this Plan, and

expansions to such buildings and structures, with a footprint over one thousand (1,000) sq. m, that are located wholly or partially inside or within thirty (30) m of the *City's* Natural Heritage System; and

(iii) all other *developments* or *site alterations*, including *infrastructure*, that are located wholly or partially inside or within one hundred and twenty (120) m of the *City's* Natural Heritage System.

(iv) any *development* or *site alteration*, including public works, that is located wholly or partially within the Greenbelt Natural Heritage System or within one hundred and twenty (120) m of a *key natural feature*.

Outside of the Niagara Escarpment Development Control Area, an EIA *shall* not be required for *agricultural* buildings or structures which do not require approval under The Planning Act. Within the Niagara Escarpment Development Control Area, an EIA *may* be required in accordance with the policies of the Niagara Escarpment Plan, and the policies of this Plan.

b) The requirement for an Environmental Impact Assessment (EIA) *may* be scoped or waived, in accordance with Regional Guidelines, if:

(i) the proponent can demonstrate to the satisfaction of the *City*, in consultation with the Region of Halton, and Conservation Halton and the Niagara Escarpment Commission where appropriate, that the *development* or *site alteration* will result in no *negative impacts* on the *City's* Natural Heritage System, on *sensitive surface water features* or *groundwater features* or their *hydrologic functions*, on *Key Natural Features*, or on their *ecological functions* or *hydrologic functions*; or

(ii) the *development* or *site alteration* is exempt or modified by other specific policies of this Plan.

c) The purpose of an Environmental Impact Assessment (EIA) is to demonstrate that the proposed *development* or *site alteration* will result in no *negative impacts* to the *City's* Natural Heritage System or its *ecological functions* or *hydrologic functions*, to *sensitive surface water features* or *groundwater features* or their *hydrologic functions*, or to *Key Natural Features* that are listed in Subsection 4.2.2 e) of this Plan but are unmapped. The EIA *shall* assess the potential environmental impacts, recommend requirements for impact avoidance and mitigation measures, and identify opportunities for environmental enhancement and restoration. The EIA *shall*, as a first step, in accordance with Subsection 4.2.2 k) of this Plan, identify *Key Natural Features* as listed in Subsection 4.2.2 e) of this Plan that are on or near the

site of the proposed *development* or *site alteration* but are not shown on Schedule M: The Natural Heritage System, of this Plan.

d) An Environmental Impact Assessment (EIA) *shall* be prepared by a *qualified person* in accordance with Region of Halton's Environmental Impact Assessment Guidelines. The EIA *shall* address the requirements of the City, Region of Halton and, where appropriate, the requirements of Conservation Halton, the Niagara Escarpment Commission and Provincial Ministries.

e) If an Environmental Assessment, or equivalent study prepared under Federal or Provincial requirements, satisfies the Region of Halton's Environmental Impact Assessment Guidelines, an EIA *shall* not be required, but the proponent *shall* implement those recommendations of the Environmental Assessment that address the *City's* policies in accordance with Section 4.2, Natural Heritage System, of this Plan and the policies and requirements of the Region of Halton, Conservation Halton.

f) Through the Environmental Impact Assessment (EIA), the boundaries of *Key Natural Features* and other components of the Natural Heritage System will be delineated on site by the applicant, corroborated by *City* and Regional staff, and Conservation Halton and Niagara Escarpment Commission staff and Provincial Ministries where appropriate. The surveyed boundaries *shall* be shown on any plans submitted as part of a complete *development application*.

g) Within the *watershed* of Burlington Bay/Hamilton Harbour, an Environmental Impact Assessment *shall* address the goals, objectives and policies of the Hamilton Harbour Remedial Action Plan.

h) The recommendations of an approved Environmental Impact Assessment (EIA), including the placement of *lot* lines and structures, and *buffers* and *development* setbacks, *shall* be implemented through zoning bylaws, site plan control, conditions of planning or *site alteration* approval and/or regulations or conditions imposed by the *City* or another appropriate *public authority* such as the Region of Halton, Province, Conservation Halton or the Niagara Escarpment Commission.

i) Conditions *may* be placed on any proposed *development* to restore the natural character of degraded components of the *City's* Natural Heritage System within the *development* site.

4.2.5 NATURAL HERITAGE SECUREMENT

a) The *City* supports the *securement* of lands within the Natural Heritage System to protect the city's natural heritage for present and future

generations. These lands *may* also provide important opportunities for *non-intensive recreation*, where appropriate.

b) If a *development application* involves lands in or adjacent to the Natural Heritage System that it is determined should be protected, the *City shall* seek*,* through the *development* approval process, the dedication of those lands and associated *buffer* lands to the *City,* Conservation Halton, another *public authority* or a *non-government conservation organization*. The dedication of such lands *shall* not be considered as contributing to the parkland dedication requirements under The Planning Act. In the Rural Area, outside *Rural Settlement Areas*, this policy *shall* only apply to Official Plan Amendment applications.

c) Subsection 4.4.2(3) g) of this Plan sets out the requirements respecting the dedication of *hazardous lands.* The policies respecting the dedication of waterfront lands are contained in Subsection 4.5.3(2) e) of this Plan.

d) The *City* will collaborate with the Region of Halton, Conservation Halton, the Niagara Escarpment Commission, other *public authorities* and *non-government conservation organizations* in the voluntary *securement* of lands within the Natural Heritage System. The *City* will consider all options for the voluntary *securement* of lands within the Natural Heritage System, the Cootes to Escarpment Ecopark System and the Bruce Trail. These options include, but are not limited to:

(i) land purchases;

(ii) land exchanges;

(iii) long-term leases;

(iv) conservation easement agreements;

(v) donations; and/or

(vi) bequests.

e) Consents *may* be permitted to enable the *securement* of lands for conservation purposes, or to support the Bruce Trail, by a *public authority* or a *non-government conservation organization* in accordance with Subsection 12.1.12(4.1) c) (iv) of this Plan*,* provided that in the Rural Area, the severance does not result in the creation of a new developable non-farm *lot* outside the *Rural Settlement Areas.*

4.3 URBAN FORESTRY

The *urban forest* provides various benefits and services to the city, including the reduction of air pollution, water attenuation, moderation of the *urban heat island effect*, carbon sequestration, shade, habitat for wildlife, *neighbourhood character* and health benefits.

The *City*'s Urban Forest Management Plan was developed with the purpose of implementing effective and efficient management of the *urban forest*, improving *tree* health and diversity, minimizing risks to the public and maximizing the benefits provided by a healthy and *sustainable urban forest.* The policies in this section assist with the implementation of the Urban Forest Management Plan and provide guidance related to the protection and planting of *trees* in all areas of the city.

4.3.1 OBJECTIVES

a) To ensure that opportunities for the protection and enhancement of *trees* both within and outside of the *City's* Natural Heritage System are fully considered through the planning process and capital projects.

b) To recognize that *trees* and *green infrastructure* provide important *ecosystem* services that benefit current and future generations by:

(i) identifying opportunities for protection, enhancement and restoration wherever possible, including opportunities to increase the city's *urban forest* and *tree* canopy;

(ii) supporting initiatives that provide for ongoing management, maintenance, monitoring and stewardship of the *urban forest*; and

(iii) supporting the replenishment and enhancement of the *urban forest* with a high diversity of predominantly native, where appropriate, and non-invasive *trees*.

4.3.2 POLICIES

a) The *City* will make use of *area-specific plans*, zoning by-law regulations and site plan control to ensure *development* occurs in a manner that advances the objectives of the Urban Forest Management Plan, including ensuring the provision of adequate space and suitable conditions at, below and above grade for the planting and growth of *trees* on public and private property. The *City* will undertake a review of the Zoning By-Law to support the implementation of urban forestry objectives.

b) The proponent of a *development application may* be required to submit and implement an arborist's report, and/or a *tree* inventory and preservation plan, to the satisfaction of the *City.*

c) Boundary *trees shall* be protected in accordance with The Forestry Act.

d) In order of priority, all *development* proposals and *infrastructure* projects, including *City* project*s, should:*

(i) *preserve* existing healthy *trees.* The location of existing healthy *trees shall* be considered when establishing the location and building envelope of a proposed *development;*

(ii) relocate healthy *trees* where feasible;

(iii) 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

(iv) incorporate the planting of additional *trees* where appropriate.

e) Subsection 4.3.2 d) of this Plan *shall* not apply to *trees* within *Key Natural Features* which are subject to Section 4.2, Natural Heritage System, of this Plan.

f) Replacement and compensation planting requirements *should* consider on-site *tree* removals that occurred prior to and after the submission of a *development application*.

g) The *City*, in conjunction with Conservation Halton, will *encourage* the planting and reforestation of creek blocks, *valleylands*, and their *buffer* areas where appropriate using native and non-invasive species, so as to reduce flooding and erosion, maintain stream banks and slope stability and provide suitable *fish habitat*.

h) The *City* will require the integration of *trees* into parking lots and other impervious areas through the implementation of Landscape Areas in the Zoning By-law.

i) The *City shall* require the incorporation of appropriate *tree* planting during design of *streetscapes*, including considerations of diverse, non-invasive, drought tolerant, salt tolerant and low maintenance *trees,* including the provision of adequate minimum soil volumes and soil composition.

j) Where planting is proposed within the Natural Heritage System, the *City shall* require the use of diverse native and non-invasive species. The *City* will *encourage* the use of diverse native and non-invasive species in other areas;

however, in urban areas issues such as *infrastructure,* soil compaction, drought resistance, road salt impacts, pests and other urban conditions will be considered when selecting species.

k) The *City* will *encourage* the eradication of invasive, non-native *trees*, shrubs and groundcovers, where appropriate for ecological restoration.

l) The *City* will undertake a review of the Urban Forest Management Plan, and will address considerations including but not limited to: canopy cover target(s), *tree* health, species diversity, renewal of aging *tree* populations, and the *impacts of a changing climate* and weather impacts.

m) Endangered and Threatened species (Species at Risk) *shall* be protected in accordance with the Endangered Species Act.

4.4 WATER RESOURCES

The city has many different *watersheds*; each eventually draining to Lake Ontario or Burlington Bay/Hamilton Harbour. *Watersheds* are areas of land that catch rain and snow, which in turn drain or seep into *wetlands,* streams, rivers, lakes or groundwater.

Healthy *watersheds* are important to the health and prosperity of the city. Healthy *watersheds* provide numerous human, ecological, economic and health benefits including: safe drinking water for residents, *wildlife habitat*, climate change adaptation, flood and erosion mitigation, *sustainable* streams and groundwater, recreational opportunities in nature, and support for *agriculture,* industry and other resource uses.

Effective water resource management, natural heritage and natural hazard planning is best completed at a *watershed* scale through *watershed* planning. Effective implementation of stormwater management is also required to: provide protection against flooding and erosion; maintain *groundwater recharge areas* and maintain or improve stormwater run-off quality; and provide sedimentation control.

The objectives and policies in this section address *watershed* management, water resource and stormwater management, and *watercourses* and natural hazards. The policies of this section are to be read in conjunction with the objectives and policies of Section 4.2, Natural Heritage System, of this Plan.

4.4.1 OBJECTIVES

a) To ensure that *watershed* planning, including supporting technical studies, and the implementation of *watershed* plans and/or sub-*watershed* studies is completed by the *City* and its partner agencies as a component of the planning process.

b) To protect life and property from natural hazards.

c) To protect, restore and enhance the long term *ecological integrity* and biodiversity of the Natural Heritage *Syste*m and its *ecological* and hydrologic *functions.*

d) To assist in the de-listing of Burlington Bay/Hamilton Harbour as an Area of Concern through implementation of the Hamilton Harbour Remedial Action Plan.

e) To protect, improve or restore the quality and quantity of water resources throughout the city.

f) To reduce flood potential in areas that are flood-prone.

g) To manage stream bank erosion and flooding concerns in a way that maintains or enhances *fish habitat* and other components of the Natural Heritage System, and maintains *watercourses* in a natural state.

h) To minimize the *negative impact* of *development* on downstream *watercourse* erosion.

i) To stabilize stream banks where ongoing erosion threatens existing buildings, roads, structures or private lands.

j) To direct *development* to locations outside *hazardous lands* and *hazardous sites.*

k) To encourage implementation of *low impact development* features, where possible.

l) To control future *development* in a way that protects, improves and restores groundwater quantity and prevents undesirable groundwater level increases or decline and reduction in base flow to *watercourse*s.

m) To ensure base flow maintains permanent and seasonal *fish habitat* where it exists naturally.

n) To protect, improve or restore groundwater quality.

o) To restrict or limit *development* in *sensitive groundwater features* and *sensitive surface water features*.

p) To control the quality of stormwater runoff from future developed surfaces, so that surface water and groundwater quality is maintained or enhanced.

q) To manage *development* and construction activity to minimize sediment and nutrient loading to receiving *watercourse*s, Burlington Bay/Hamilton Harbour and Lake Ontario.

r) To control the quantity and volume of stormwater released to prevent downstream flooding and erosion risks.

4.4.2 POLICIES

4.4.2(1) WATERSHED MANAGEMENT

a) The *City,* in partnership with Conservation Halton and the Region of Halton, will update existing *watershed* plans and sub-*watershed* studies where appropriate. Generally, *watershed* plans and sub-*watershed* studies *may* require review and update every five (5) years to ensure they reflect current scientific methods, policies, legislation, and *development* conditions. A map of the watersheds in Burlington and a list of *watershed* plans, sub-*watershed* studies and other related water resource studies is included in Appendix C:

Watershed Plans, Sub-watershed Studies and other Related Studies, of this Plan.

b) *City* and Region of Halton approved and adopted *watershed* plans or sub-*watershed* studies will be the basis for all sub-*watershed* and master drainage plans.

c) *Watershed* plans will be used in the preparation of land use policies in the city; and *watershed* plans or sub-*watershed* studies will be used in the preparation of *area-specific plans* and land use policies in the Urban and North Aldershot Areas as identified on Schedule C: Land Use – Urban Area, Schedule I: Land Use – Rural Area, and Schedule K: Land Use – North Aldershot, of this Plan.

d) In partnership with Conservation Halton and the Region of Halton, and in consultation with other local municipalities and the Province in the respective *watersheds*, *watershed* plans and their updates will include, but are not limited to:

(i) definition of erosion thresholds, as well as water quality, erosion and quantity objectives and targets;

(ii) a general inventory of existing geology, hydrology, hydrogeology, limnology, Natural Heritage System and features and other environmental data;

(iii) recommendations for implementation of the Hamilton Harbour Remedial Action Plan, the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, and the Source Protection Plan (where applicable);

(iv) identification of potential additions and refinements to the boundaries of the Natural Heritage System;

(v) identification of opportunities for and constraints to *development* and *infrastructure*;

(vi) the *cumulative impact* of *development*;

(vii) preparation of a water budget analysis;

(viii) recommendation of implementation strategies;

(ix) establishment of goals for enhancement and restoration to the Natural Heritage System and hydrologic system;

(x) development of monitoring programs necessary for implementation;

(xi) measures to facilitate the ongoing stewardship and maintenance of natural *watercourses;*

(xii) identification of best management practices to minimize stormwater volumes and contaminant loads from both urban and rural uses;

(xiii) climate change mitigation and adaptation, including resilience to increased flooding, erosion and sedimentation risk;

(xiv) identification of *water resource systems* consisting of *key hydrologic features*, *key hydrologic areas*, *groundwater features*, hydrologic functions and *surface water features* including shoreline areas, which are necessary for the ecological and hydrological integrity of the *watershed*;

(xv) identification of the linkages among *ground water features*, *hydrologic functions*, *natural heritage features and areas*, and *surface water features* including shoreline areas;

(xvi) cross-jurisdictional and cross-watershed impacts, and the integration of management approaches for lands both within and beyond the Greenbelt;

(xvii) estimation of the *development capacity* of the *watershed* based on defined water quality objectives; and

(xviii) directions for the carrying out of sub-*watershed* studies.

e) All sub-*watershed* studies *shall be completed* to the satisfaction of the *City* and the Region of Halton with appropriate consultation with residents and property owners, Conservation Halton, and the Province. Appropriate recommendations of the sub-*watershed* studies *shall* be incorporated by amendment into this Plan. Sub-*watershed* studies include, but are not limited to:

(i) an inventory of existing geology, hydrology, hydrogeology, limnology, *key natural features* and other environmental data;

(ii) a definition of water quality objectives and targets;

(iii) a determination of base flows to maintain water quality and existing ecological and *hydrologic* conditions;

(iv) an assessment of the methods and costs of providing and monitoring the required stormwater management methods both on and off the site;

(v) a refinement of the boundaries of the Natural Heritage System in accordance with the policies of this Plan;

(vi) criteria and/or recommended ranges for *buffers* or setbacks for *development;*

(vii) identification of opportunities for and constraints to *development* and *infrastructure;*

(viii) addressing the *cumulative impact* of *development;*

(ix) undertaking of a water budget analysis;

(x) recommendations for implementation strategies, including detailed guidelines for *development*, design and construction;

(xi) establishment of procedures for monitoring water quality and quantity and the Natural Heritage System before, during and after construction;

(xii) directions for carrying out Environmental Impact Assessments (EIAs);

(xiii) discussion of relevant Provincial, Regional and *City* policies, and *Watershed* Study policies where applicable; and,

(xiv) evaluation of all existing and proposed drainage features including headwater drainage features.

f) The specific contents of sub-*watershed* studies as listed in Subsection 4.4.2(1) e) of this Plan *may* be scoped in proportion to the context, complexity and size of the area being considered, subject to the satisfaction of the *City,* in consultation with the Region of Halton, Conservation Halton and other agencies as required.

g) In conjunction with Conservation Halton, the *City* will *encourage* land owners to engage in *watershed* stewardship activities and programs.

4.4.2(2) WATER RESOURCE AND STORMWATER MANAGEMENT

a) Planning for stormwater management *shall*:

(i) be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;

(ii) minimize, or, where possible, prevent increases in contaminant loads, and enhance water quality;

(iii) minimize erosion and changes in water balance, where possible, enhance water quality and prepare for the *impacts of a changing climate* through the effective management of stormwater, including the use of *green infrastructure*;

(iv) mitigate risks to human health, safety, property and the *natural environment*;

(v) maximize the extent and function of vegetative and pervious surfaces; and

(vi) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

b) Stormwater management techniques *shall* be used in the design and construction of all new *developments* to control both the quantity and quality of stormwater runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The *negative impacts* of *development* on the downstream aquatic environment and adjacent lands *shall* be avoided or mitigated.

c) The provision of stormwater drainage facilities *shall* be in accordance with master plans established through *watershed* and sub-*watershed* studies, the criteria established in the *City's* Storm Drainage Criteria Manual, the Region of Halton's Guidelines, and Conservation Halton requirements. A map of the watersheds in Burlington and a list of *watershed* plans, sub-*watershed* studies and other related water resource studies is included in Appendix C: Watershed Plans, Sub-watershed Studies and other Related Studies, of this Plan.

d) For those *development* sites draining into Burlington Bay/Hamilton Harbour or Lake Ontario, the *City shall* require an enhanced level of stormwater quality control, in order to assist with the de-listing of Hamilton Harbour as an Area of Concern and to maintain water quality in Lake Ontario.

e) Functional drainage designs *shall* be prepared to support *development applications* in accordance with the requirements of the *City*'s Storm Drainage Criteria Manual, in consultation with Conservation Halton and the Region of Halton, and where appropriate, the Province, the Niagara Escarpment Commission and other agencies. Within the Protected Countryside, the policies of the Greenbelt Plan also apply to the planning, design and construction of stormwater management *infrastructure*. The *City may* require a geotechnical study to support the functional drainage design.

f) Functional drainage designs will consider: maintenance of natural *watercourses*, *fish habitat* and other *key natural features*, control of discharges to surface and groundwater, water quality and quantity targets and the identification and protection of *sensitive groundwater* and *surface water features.*

g) Where appropriate, the *City* will undertake monitoring of stormwater discharges from new *development* to ensure that water quality and quantity discharges are in accordance with approved drainage designs.

h) The *City* will consider the retrofit of stormwater management ponds, to enhance water quality, manage water quantity and improve landscaping.

i) The *City* will consider opportunities to implement quantity and quality controls for stormwater management within the city's developed areas where controls do not exist or could be improved.

j) The *City* will *encourage* stormwater management best practices and *low impact development* measures where appropriate, in consultation with Conservation Halton. The *City may* require a geotechnical study to support the *low impact development* measures.

k) The *City* will *encourage* stormwater facilities to be oriented, designed and constructed to compliment the Natural Heritage System, in consultation with the Region of Halton and Conservation Halton.

l) During stormwater management facility design, the opportunity for public pedestrian pathways and public open spaces will be considered, provided public safety measures can be incorporated.

m) The *City shall* restrict *development* and *site alteration* in or near *designated vulnerable areas, sensitive surface water features* and *sensitive groundwater features* such that these features and their related hydrologic functions will be protected, improved or restored through mitigative measures and/or alternative *development* approaches. The proponent of *development* in or near these features *shall* carry out hydrogeological and hydrological studies to protect, improve or restore such features, in conjunction with an Environmental Impact Assessment (EIA). The hydrogeological/hydrological study and/or EIA *shall* identify and demonstrate the maintenance of *linkages* and related functions among *groundwater features*, hydrologic functions, *Key Natural Features* and areas and *surface water features,* including shoreline areas, if they are relevant to the study area.

n) In addition to the policies of this Plan, the policies of the applicable Provincial Plans pertaining to *key hydrologic features* and *key hydrologic areas shall* apply.

In the event of a conflict between the provisions of this Plan and those of an applicable provincial plan, the provisions of the applicable provincial plan *shall* prevail; however, where the provisions of this Plan are more restrictive the provisions of this Plan *shall* apply, unless doing so would conflict with the provincial plan.

o) The *City shall* require a source protection disclosure report where there would be significant drinking water threats from the following activities associated with a proposed *development*:

(i) the establishment, operation or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage, but not including on-site conveyance systems, such as outlet piping.

p) The *City may* require a source protection disclosure report where there would be significant drinking water threats from the following activities associated with a proposed *development*:

(i) the application, handling and/or storage of commercial fertilizer;

(ii) the application, handling and/or storage of pesticide;

(iii) the application, handling and/or storage of road salt;

(iv) the storage of snow;

(v) the handling and storage of fuel;

(vi) the handling and storage of a dense non-aqueous phase liquid; and/or

(vii) the handling and storage of an organic solvent.

q) The *City* will co-operate with the Region of Halton and Conservation Halton to implement optional source protection policies identified in Source Protection Plans.

r) While protecting human health and the *natural* environment, the *City* will incorporate best practices for the management of excess soil generated and fill received during *development* and *site alteration* into the *City's* Site Alteration Bylaw. Best practices include, but are not limited to, practices related to soil reuse, and appropriate sites for excess soil storage and processing, and fill quality.

s) Future *intensification* in the South Aldershot area *may* be restricted by limited storm sewer capacity and the potential for increased downstream flooding and/or erosion as a result of greater levels of stormwater runoff due to *development.* The *City may* require one or more of the following measures to address this concern:

(i) discouraging the reconstruction of existing streets with no curbs or gutters to an urban standard (curbs, gutters and storm sewers);

(ii) where appropriate and feasible, requiring on-site stormwater infiltration facilities and other stormwater management techniques as part of the design of new *development* proposals; and/or

(iii) limiting the density and/or *intensity* of proposals for *intensification* in this area if required.

4.4.2(3) NATURAL HAZARDS AND WATERCOURSES

a) The policies of this section *shall* be read in conjunction with the objectives and policies of Section 4.2, Natural Heritage System, of this Plan. *Hazardous lands* and *hazardous sites* are often located within the components of the Natural Heritage System identified in Subsection 4.2.2 e) of this Plan. As such, *hazardous lands, hazardous sites* and associated setbacks *shall* be designated Natural Heritage System if they are located within other Natural Heritage System components. In instances where *hazardous lands* and/or *hazardous sites* are not located within other Natural Heritage System components, another land use designation *may* be more appropriate, provided the *hazardous lands* and/or *hazardous sites* are addressed appropriately in accordance with the policies in this section.

b) The Zoning By-law *shall* prohibit new construction and the expansion or replacement of existing non-conforming uses within *hazardous lands* and *hazardous sites,* except where specifically permitted by Conservation Halton.

c) *Development shall* not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

(i) an *institutional use* including hospital, *long-term care facility, retirement home,* pre-school, school nursery, day care and school;

(ii) an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations; or

(iii) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

d) The delineation and regulation of *hazardous lands* and *hazardous sites* is administered by the Conservation Authority. Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), *wetlands*, shorelines and other *hazardous lands.* The approximate regulated limit of these lands and the location of watercourses are illustrated in Appendix E: Conservation Halton Approximate Regulation Limit Mapping, of this Plan. The limits of *hazardous lands* in Appendix E of this Plan *may* be updated from time to time. The map lines are approximate and there *may* be some regulated areas which have not been mapped. Technical studies *may* be required to identify regulated *hazardous lands*, *hazardous sites, watercourses* and *wetlands* that are unmapped. Conservation Halton must be contacted to confirm the approximate regulation limit mapping and permit requirements.

e) The Hager and Rambo Creek *Watersheds*, south of the diversion channel, are not subject to Conservation Halton's regulation and are under the

jurisdiction of the *City*, as noted in Appendix E: Conservation Halton Approximate Regulation Limit Mapping, of this Plan. The location of *watercourses* in this area is conceptually shown on Appendix E of this Plan.

f) New *development* adjacent to *watercourses shall* be subject to a setback from the *stable top of bank*, the *flooding hazard* and *meander belt allowance* (whichever is the greater) that are associated with the *watercourse.* The location of the *stable top of bank*, *flooding hazard* and *meander belt allowance* width *shall* be determined by Conservation Halton, in conjunction with the *City*.

g) As a condition of *development* approval, the *City shall* require the dedication of *hazardous lands* from the greater of the *flooding hazard*, or the valley through which the *watercourse* flows, including a conservation setback from *stable top of bank*, *flooding hazard*, or *meander belt allowance.* Dedication of these lands *shall* not be considered part of parkland dedication requirements of The Planning Act. If it can be demonstrated, to the satisfaction of the *City*, that the policies of this Plan can be achieved by other means, the dedication of *hazardous lands may* not be required. If any such land remains in private ownership, it *shall* be protected by zoning, agreement and/or easement to address natural hazards and protect ecological functions.

h) *Development* adjacent to *valleyland* and *watercourse* features *may* be required to be supported by detailed slope stability, stream erosion and/or flooding studies, where appropriate. The studies and resulting limits of the *hazardous lands shall* be to the satisfaction of the *City* and Conservation Halton.

i) As part of the *development* approval process, the zoning of *hazardous lands, hazardous sites* and associated setbacks to an appropriate open space zoning category *shall* be required if the *hazardous lands* and/or *hazardous sites* are located within other Natural Heritage System components, as identified in Section 4.2, Natural Heritage System, of the Plan. In instances where *hazardous lands* and/or *hazardous sites* are not located within other Natural Heritage System components, another zoning designation *may* be more appropriate, provided the *hazardous lands* and/or *hazardous sites* are addressed appropriately in accordance with the policies in this section.

j) *Watercourse*s and *valleylands should* be left in their natural state. The *City may* consider proposals to construct new *watercourse*s, provided natural channel design is used and if such proposals are approved by the regulatory agencies. The enclosure of open *watercourse*s is not permitted, unless supported by a sub-*watershed* study.

k) Wherever feasible, *watercourses* that have been enclosed *should* be restored as an open *watercourse*.

l) It is recognized that the use of *watercourses* for *agricultural* land drainage is a *normal farm practice.*

m) The review of fisheries and *fish habitat* is subject to the authority of the Federal Government, and the review of Conservation Halton.

n) The *City* will *encourage* the planting and reforestation of creek blocks, streams and *valleylands*, and their *buffer* areas where appropriate using native and non-invasive species, so as to reduce flooding and erosion, maintain stream banks and slope stability and provide suitable *fish habitat*.

o) The *City* will *encourage* the protection and enhancement of *watercourses* and headwater areas as an integral component for maintaining natural hydrological processes within a *watershed,* and promote their integration with the Natural Heritage System.

p) The *City* will consider the potential *impacts of a changing climate* that could increase the risk associated with natural hazards, in conjunction with Conservation Halton.

q) *Development shall* generally be directed to areas outside of lands that are unsafe for *development* due to the presence of hazardous forest types for wildland fire. *Development may* however, be permitted on lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.

4.5 WATERFRONT

One of the city's greatest assets and defining features is the shoreline of Lake Ontario. Burlington's Waterfront is a unique destination offering Burlington residents and visitors a place to discover, celebrate, play, and relax. Public access to the waterfront for use and enjoyment by residents is valued and as a result the waterfront includes several public areas and notable features including: the Brant Street Pier, Spencer Smith Park, Discovery Landing, Beachway Regional Waterfront 1447 Lakeshore Road Park, Burloak Regional Waterfront Park, LaSalle Park, the Waterfront Trail and several Windows to the Lake. The *City* will seek opportunities to increase and improve public access to the waterfront.

The shoreline is a unique natural feature, part of a sensitive and complex *ecosystem*, which adds significantly to the identity, character, setting and well being of the city and its citizens. The health of Burlington Bay/Hamilton Harbour and its waterfront is directly affected by the actions of the *City* of Burlington and the City of Hamilton. Waterfront policies apply to all properties immediately adjacent to the Lake Ontario/Burlington Bay/Hamilton Harbour shoreline, including parks and open space. In planning for uses of the waterfront, the effects of human activities on the *natural environment* will be considered to maintain the future integrity of the waterfront.

All future *development* surrounding the waterfront will be clean, open, connected, green, accessible, useable, diverse, attractive and environmentally *sustainable. Development* and activities along the Burlington Bay/Hamilton Harbour waterfront will address the Remedial Action Plan to de-list Hamilton Harbour as an Area of Concern. The waterfront environment and *ecosystem* will be maintained, restored and enhanced.

4.5.1 NATURAL ENVIRONMENT

4.5.1(1) OBJECTIVES

a) To maintain, restore and enhance *natural heritage features and functions* along the waterfront and to recognize that public and private use of or access to these areas *shall* be limited due to their sensitive nature.

b) To maintain the shore and banks along the waterfront as a permanent, stable landform in a manner that maintains the natural appearance of the waterfront in appropriate areas, and by methods other than lakefill, that is consistent with Federal, Provincial and Conservation Halton requirements.

c) To protect *development* on or near the Lake Ontario/Burlington Bay/Hamilton Harbour shoreline from potential *shoreline hazardous lands* related to flooding, erosion and dynamic beaches.

d) To have the Hamilton Harbour/Burlington Bay de-listed as an Area of Concern.

e) To protect and enhance the Halton waterfront as a major resource that is part of the Provincially significant Lake Ontario and Hamilton Harbour/Burlington Bay shoreline.

4.5.1(2) POLICIES

a) The shoreline along Lake Ontario and Burlington Bay/Hamilton Harbour is part of the City's Natural Heritage System, and *shall* be maintained, enhanced and restored in accordance with the objectives and policies in Section 4.2, Natural Heritage System, of this Plan. The *City* supports the securement of lands within the Natural Heritage System and the incorporation of these features into plans for *City* and Regional waterfront parks, the Waterfront Trail, Windows to the Lake and other publicly owned open space.

b) *Development* within the *shoreline hazardous lands* regulated by Conservation Halton *shall* only be permitted subject to a permit from Conservation Halton and, if the *City* considers the *development* to be consistent with the waterfront objectives and policies of this Plan.

c) *Development shall* be set back from the *shoreline hazardous lands* at a distance which is acceptable to Conservation Halton and the *City.*

d) The use of stormwater management practices and other pollution control measures *shall* be used to protect and enhance water quality in Lake Ontario and Burlington Bay/Hamilton Harbour and to allow continued use of the Burlington Beach for safe public swimming.

e) Lakefill *may* be necessary for reasons of public safety, security or access. The *cumulative impacts* of proposed public and private lakefill projects on erosion, transport and deposition patterns and *fish habitat*s in Lake Ontario and Burlington Bay/Hamilton Harbour *should* be examined in conjunction with the Federal Government, the Province of Ontario and Conservation Halton and necessary mitigation action taken, so that the lakefill project contributes to the shoreline regeneration in accordance with Federal and Provincial policies and guidelines.

f) Shoreline protection measures *shall* be designed to visually complement the waterfront and to be undertaken in a manner that will have minimum *negative impacts* on the environment to a standard which is acceptable to the *City* and Conservation Halton, and Federal and Provincial agencies, where required. An unobstructed access allowance of at least five (5) m *shall* be provided to and along any shoreline protection works to allow sufficient

access for maintenance and repair to the shoreline protection works, except where specifically exempted by Conservation Halton. Where appropriate, the *City may* require an easement or access agreement over the access allowance lands. Where shoreline protection works are undertaken by the *City,* Region of Halton, Conservation Halton or any other *public authority,* the *City shall* consider opportunities to incorporate a Waterfront Trail as part of the overall design of the shoreline protection works.

g) Landscaping plans for publicly owned waterfront open space will address the restoration or enhancement of natural areas by means such as the use of native plants.

h) Guidelines relating to Great Lakes Areas of Concern and the Hamilton Harbour Remedial Action Plan designed to improve water quality, natural heritage values and aesthetics *shall* be used in the review of all *development applications* along the Burlington Bay/Hamilton Harbour waterfront.

i) Waterfront planning initiatives will consider the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act and Source Protection Plans, where applicable.

4.5.2 PUBLIC ACCESS AND USE

4.5.2(1) OBJECTIVES

a) To provide a visible, inter-connected and publicly accessible waterfront for the widest range of public activities, while maintaining natural waterfront features in an environmentally responsible manner.

b) To establish, in a *sustainable* manner, more areas of publicly accessible waterfront through the acquisition of key access points, additions to the Waterfront Trail, Windows to the Lake, and the *development* of waterfront parks.

c) To improve access to the waterfront by all *modes* of transportation while maintaining a pedestrian-oriented atmosphere.

4.5.2(2) POLICIES

a) Planning for public use of, and access to, the shoreline *shall* recognize areas of ecological sensitivity, existing private uses and the ownership of the shoreline and *shall* incorporate ways to ensure these uses are compatible.

b) The acquisition of land to create new or to add to existing Windows-to-the-Lake and Windows-to-the-Bay, or other forms of public open space, will be *encouraged* by the *City*, as a means to increase public access to the waterfront.

c) A *multi-modal* transportation system for pedestrians, cyclists, transit travel and automobiles will be planned for the waterfront.

d) The connection of transit routes and north-south transportation routes such as pedestrian/cyclist trails with waterfront public open space, parks and the Waterfront Trail will be *encouraged.*

e) Parking areas in the vicinity of the waterfront *shall* be designed, located and landscaped to complement the waterfront environment and to maximize the *recreation* and *cultural* open space *uses* of waterfront property.

f) A continuous Waterfront Trail *shall* be implemented through *development* along Lake Ontario and Burlington Bay/Hamilton Harbour where there is sufficient land between the water and a public or private street. In order of priority, this trail *may* be comprised of:

(i) a shoreline trail immediately abutting the lake or bay; or

(ii) a near shoreline trail located in the general vicinity of the lake or bay.

g) The Waterfront Trail *shall* be connected to existing waterfront public open spaces and where appropriate, other points of interest in the general vicinity of the waterfront.

h) The *City,* Region or Conservation Halton will hold land title of the Waterfront Trail and will be responsible for liability and maintenance of the Waterfront Trail, consistent with Conservation Halton, Provincial and Federal requirements.

i) Regional and local waterfront parks will achieve a high level of design excellence, in both landscape and architectural built form.

4.5.3 DEVELOPMENT

4.5.3(1) OBJECTIVES

a) To *encourage* a balanced mix of land uses, parks, facilities and open spaces which are responsive to the existing *cultural heritage resources* and the City's Natural Heritage System along the waterfront.

b) To ensure that *development* is compatible with the waterfront in terms of land use, *intensity* and *scale,* and is carried out in a manner that protects and enhances *cultural heritage resources* and the City's Natural Heritage System, and ensures pedestrian friendliness and user accessibility.

c) To enhance public accessibility to the waterfront by obtaining publicly owned waterfront open space, parkland and trails when considering *development applications* along the waterfront.

4.5.3(2) POLICIES

a) *Development* proposals along the waterfront *shall* provide for public open space and Waterfront Trail use, where feasible.

b) *Development along the waterfront shall* preserve or complement public views of Lake Ontario or Burlington Bay/Hamilton Harbour from public streets and trails.

c) *Development* along the waterfront *shall* animate the waterfront and connect to the downtown and key *cultural* facilities.

d) The *shoreline hazardous lands* associated with the Lake Ontario and Burlington Bay/Hamilton Harbour shorelines, and lands proposed for public open space use of the waterfront through parkland dedication (such as the Waterfront Trail), as determined by the *City* and Conservation Halton, *shall* not be considered in calculating *net* areas or densities in plans for *development.*

e) Along the waterfront where the distance between the water and the public roadway will accommodate both some form of *development* and the Waterfront Trail and/or Windows to the Lake or other waterfront open space, the proponent of a Official Plan Amendment, Zoning By-law Amendment or plan of subdivision, *shall,* to the satisfaction of the *City:*

(i) dedicate to the *City* the *shoreline hazardous lands* as determined by the *City* and Conservation Halton, as a condition of *development*;

(ii) dedicate to the *City* as part of parkland dedication, a minimum fifteen (15) m wide strip of land along the shoreline as determined by the *City* and Conservation Halton. If the value of this dedication exceeds normal park land dedication requirements of the city, the proponent *shall* receive compensation for the difference (i.e. either payment or considered as a contribution towards community benefits) as a condition of *development* approval;

(iii) dedicate to the *City* as part of parkland dedication, where appropriate, links to adjacent public open space, roadways and other properties. If the value of this dedication exceeds the normal park dedication, the proponent *shall* receive compensation for the difference (i.e. either payment or considered as a contribution towards community benefits) as a condition of *development* approval; and

(iv) carry out a survey, shoreline protection, and basic grading of the Waterfront Trail and any required fencing as a condition of

development approval. The *City* will be responsible for detailed trail design and finished construction.

f) The *City may* also apply the policies in Subsection 4.5.3(2) e) of this Plan to site plan applications and consents to sever land, where appropriate.

g) *Shoreline hazardous lands*, public open space and Waterfront Trail lands dedicated to the *City* will be retained by the *City* and the *City* will be responsible for the liability and maintenance of the lands.

h) The *City* will *encourage* that the design of waterfront *development* include the imagery of water, through fountains, sculpture and colour, and create a thematic link between the waterfront and adjacent *development.*

i) *Development* proposals along the waterfront in the downtown or on publicly owned lands *should* integrate public art and/or other *cultural* elements.

j) *Development* of publicly owned waterfront open space will be in accordance with *City* or Regional approved Park Master Plans or Park Development Plans.

4.6 LAND USE COMPATIBILITY

The Province provides legislation to regulate the emissions from *major facilities* to mitigate *adverse effects* on *sensitive land uses*, such as residential, as well as some *public service facilities* and *institutional uses. Employment* uses are also protected from the encroachment of *sensitive land uses.* Emissions could include noise, vibration, dust, odour and air pollution. The policies in this section require the evaluation of these *adverse effects* in land use planning decisions. Given that the City will develop primarily through *intensification*, innovative approaches to manage and mitigate land use compatibility will be considered.

4.6.1 OBJECTIVES

a) To mitigate *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.

b) To protect *employment* uses from the encroachment of *sensitive land uses*.

4.6.2 POLICIES

a) *Major facilities* and *sensitive land uses shall* be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from vibration, noise, dust, odour or other contaminants and minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities*, in accordance with provincial guidelines, standards and procedures."

b) Where avoidance is not possible in accordance with policy 4.6.2(a), of this Plan, the long-term viability of existing or planned *industrial*, manufacturing or other uses that are vulnerable to encroachment *shall* be protected by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

(i) there is an identified need for the proposed use;

(ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

(iii) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and

(iv) potential impacts to *industrial*, manufacturing or other uses are minimized and mitigated.

c) Proponents *may* be required to submit studies and undertake necessary actions to mitigate *adverse effects* to the satisfaction of the *City* and the Region of Halton**.** Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines *shall* be referred to for direction in land use planning decisions.

d) Where noise abatement is required along roads, design features such as the orientation of building*s,* vegetated areas and other innovative metho*ds shall* be preferred over the use of acoustical walls. The Region of Halton's Noise Abatement Guidelines *shall* be referred to.

4.7 CONTAMINATED SITES

Some land *may* be *contaminated* as a result of past or present land uses or migration of off-site contaminants. Potentially *contaminated sites* are sites where the environmental condition of the property (soil and/or groundwater) *may* have potential for *adverse effects* on human or *ecological integrity*. In order to determine no *adverse effects* prior to permitting *development* on these sites, confirmation regarding the level of *contamination* is required to ensure that they are suitable or have been made suitable for the proposed use in accordance with government legislation, regulations, standards, objectives and guidelines.

Provincial legislation and related regulations identify many activities that *may* potentially cause *contamination*. Some examples of current or past activities that *may* be causing or *may* have caused environmental *contamination* include:

- activities involved with the elimination of waste and other residues, including but not limited to, waste disposal sites and recycling facilities;
- activities associated with potentially hazardous materials such as fuels, oils, detergents, chemicals, paints or solvents;
- activities associated with refining and smelting of metals, or storage of batteries or other products containing lead, acid or other potentially hazardous substances; and
- activities associated with transportation corridors.

The *City* uses tools such as Phase I *Environmental site assessments*, Phase II *Environmental site assessments*, Records of Site Condition, and Provincial and Regional guidelines in the *development application* review process in order to:

- help ensure that *development* takes place on sites where the environmental conditions are suitable for the proposed use of the site; and/or
- facilitate the remediation of the site where necessary to ensure conditions are suitable for *development.*

4.7.1 OBJECTIVE

a) To establish a system of environmental due diligence in accordance with Provincial legislation, regulation and standards to ensure that the *development* of land does not have *adverse effects* on human health and to ensure *ecological integrity*.

4.7.2 POLICIES

a) Provincial legislation *shall* be referred to in the review of *development applications* to address matters related to known and potential site *contamination.* Where Provincial legislation does not apply, the Region of Halton's *contaminated sites* protocols *shall* be referred to in the review of *development applications*.

b) In order to screen for known or potential *site contamination*, applicants *shall* be required to document, to the satisfaction of the *City,* Region, Province and other approval authorities, previous uses and environmental information of:

(i) property or properties that are subject of a *development application*; and/or

(ii) properties that *may* be *adversely affecting* the property that is the subject of a *development application* in order to assist in the determination of the potential for site *contamination.*

c) The *City* will co-ordinate its efforts with those of other orders of government to exchange information related to environmental background studies such as Phase I *Environmental site assessment*s, Phase II *Environmental site assessment*s, Risk Assessments and Records of Site Condition that have been submitted as part of *development applications.*

d) The *City may* require all applications for Official Plan amendment, Zoning By-law amendment, plan of subdivision, site plan and consent, as specified in the Region of Halton's Contaminated Sites Protocol, to be supported by a Phase I *Environmental site assessment* to be undertaken in accordance with Provincial legislation by a *qualified person.*

e) The *City shall* require a Phase II *Environmental site assessment* to be undertaken in accordance with Provincial legislation to support *development applications* for sites where the Phase I *Environmental site assessment* reveals that the site *may* be *contaminated.* The Phase II *Environmental site assessment shall* include conclusions as to whether or not *contamination* is migrating off site.

f) The *City may* require the applicant to provide a Record of Site Condition in accordance with Provincial legislation, to be completed to the satisfaction of the *City* and the Province, confirming that the site has been made suitable for the proposed use.

g) The *City may* not consider a Record of Site Condition as acknowledged by the Province until a statement of third party reliance is provided and either:

(i) it has been confirmed that the Record of Site Condition will not be audited by the Province; or

(ii) it has been confirmed that the Record of Site Condition has passed the Provincial audit.

h) For all information requirements, as specified in this section of this Plan, such as *Environmental Site Assessments* and Records of Site Condition that are submitted as part of a *development application*, a *qualified person may* be retained to extend third party reliance to the *City.*

i) If site remediation works are required, the satisfactory completion of site remediation works *shall* be a condition of approval. For rezoning applications, a Holding symbol *may* be placed on the zoning. A condition of lifting the Holding symbol *shall* be the satisfactory remediation of the *contaminated site* which is supported by a Record of Site Condition.

j) Where the *City* is deeded land for any purpose, the *City may* require, as a condition of transfer, a Record of Site Condition signed by a *qualified person*, or other information as required, to verify to the satisfaction of the *City* that the lands in question are suitable or have been made suitable for the proposed use.

k) The *City* will consider the provision of financial incentives to encourage *brownfield development* through tools such as Community Improvement Plans.

4.8 FORMER WASTE DISPOSAL SITES

There are several former waste disposal site*s* within the *city. The* policies in this section of the Plan address land use in the vicinity of these sites to protect the health, safety, convenience and welfare of residents.

4.8.1 OBJECTIVE

a) To protect the health, safety, convenience and welfare of residents from the potential *adverse effects* of landfills and to evaluate environmental considerations in accordance with Provincial legislation, regulation and guidelines.

4.8.2 POLICIES

a) The *City*, in consultation with the Province and Region of Halton, *may* permit *development* on and within five hundred (500) m of areas identified as former Waste Disposal Sites, identified as a Study Area on Appendix G: Former Waste Disposal Sites, of this Plan, subject to the following policies:

   (i) written approval has been received from the Province that the *development* satisfies the provisions of The Environmental Protection Act;

   (ii) technical environmental studies, in accordance with Provincial Guidelines, have been carried out by a *Qualified Person* to the satisfaction of the *City* to assess the potential impact on the *development* and to show that the *development* has demonstrated land use *compatibility* and can safely take place. Factors to be considered in the studies include ground and surface water contamination by leachate, surface runoff, ground settlement, visual impact, soil contamination and hazardous waste, and landfill-generated gases. The studies *shall* address any mitigation measures required;

   (iii) the *City shall* require the construction and phasing of all *development* to coincide with the control and mitigation of any problems or required monitoring identified by the studies;

   (iv) the *City shall* be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure; and

   (v) notwithstanding the land use designations on Schedule C: Land Use – Urban Area, and Schedule K: Land Use – North Aldershot, of this Plan, *development shall* not be permitted to proceed on lands identified by

the study(ies) as containing waste until the requirements have been met to the satisfaction of the *City*, or to the satisfaction of the *City* and the Province should the Environmental Protection Act apply.

4.9 COMMUNITY GARDENS AND URBAN AGRICULTURE

Community gardens are social hubs where people interact with a shared interest to grow fresh produce, enjoy the health benefits of outdoor activity, and become more food secure. *Community gardens may* occur on public, *institutional*, or private land, in all areas of the city. There are various models of operation which *may* include resident groups, employee groups, faith programs, non-profit organizations, and publicly delivered recreation programs.

The *City* has endorsed the Halton Food Charter and supports activities and businesses to improve food security. The benefits associated with urban agriculture*, farmers markets* and *community gardens* include the ability to encourage *sustainable* local food production, increase access to healthy food, provide opportunities for community building and create local green space. The policies in this section support and promote urban agriculture, *farmers markets* and *community gardens.*

4.9.1 OBJECTIVES

a) To support and promote *community gardens* on a city-wide basis, and urban agriculture and *farmers markets* in appropriate locations, as a means of encouraging local, fresh and healthy food production.

b) To achieve the goal of one (1) community garden per two thousand five hundred (2,500) households.

4.9.2 POLICIES

a) *Community gardens may* be permitted as an *interim use* or as a permitted *accessory use* in all land use designations.

b) The *City* will prepare and adopt *community gardens* guidelines to assist with the development of *community gardens* on public and private lands.

c) Subject to the other policies in this Plan, temporary or permanent *farmers markets may* be permitted within the Rural Settlement Areas and within the following designations in the Urban Area as outlined on Schedule B: Urban Structure, of this Plan:

   (i) Urban Centres;

   (ii) MTSA Special Planning Area;

   (iii) Mixed Use Nodes and *Intensification Corridors*; and

   (iv) *Employment* Lands.

d) The *City shall* be satisfied that:

   (i) the *farmers market* is *compatible* with neighbouring land uses; and

   (ii) in the Urban Area, the *farmers market* can be accessed by *transit and active transportation modes. Farmers markets* are strongly *encouraged* to locate on a *frequent transit corridor.*

e) *The City* will consider the development of an urban agriculture strategy to identify and support appropriate *agriculture* uses in the Urban Area.

f) The *City* will undertake a review of the Zoning By-Law to support the implementation of *community gardens,* urban agriculture and *farmers markets.*

g) The *City* will *encourage* the incorporation of edible landscaping in appropriate locations through the review of *development* proposals and at *City* buildings and facilities.

4.10 MINERAL AGGREGATE RESOURCES

Mineral aggregate resources are important to Ontario's economy, and to the city's growth and development, providing the raw materials used in the construction of the buildings that we live and work in and in the development of *infrastructure*. While *mineral aggregate operations* often are described as *interim land uses,* they *may* remain active for decades and result in permanent changes in the landscape with long term impacts. The *development* and operation of *pits* and *quarries* can have significant *negative impacts* on *surface and groundwater resources* and the Natural Heritage System, and significant impacts on *agriculture, cultural heritage resources,* transportation and air quality, and on the overall well-being of the surrounding community.

4.10.1 OBJECTIVES

a) To ensure that *mineral aggregate resource* extraction occurs in a manner that minimizes social, economic, environmental and human health impacts.

b) To ensure that the functions and features of the City's Natural Heritage System are maintained or, where possible, enhanced during and after the extraction process.

c) To ensure the progressive and final *rehabilitation* of *mineral aggregate operations* to the appropriate after use.

d) To support *mineral aggregate resource* conservation.

e) To protect known mineral aggregate deposits and areas of *high potential mineral aggregate resources* for potential future extraction.

f) To recognize existing *mineral aggregate operations* and protect them from activities that would preclude or hinder their continued use or expansion.

g) To ensure that as much of the *mineral aggregate resources* as is realistically possible is made available as close to markets as possible.

h) To provide policies and criteria for evaluating licence applications for new *mineral aggregate operations* or for expansions to existing operations.

4.10.2 POLICIES

4.10.2(1) PROTECTION OF MINERAL AGGREGATE RESOURCES

a) High potential identified *Mineral Resource* Areas *shall* be protected from *development* that would preclude or hinder *mineral aggregate resource* extraction, except in those areas considered to be unsuitable for extraction

based largely on Subsection 4.10.2(2) i) of this Plan, Provincial policies and Provincial plans.

b) Schedule N: Identified Mineral Resources, of this Plan, shows the Mineral Resource Areas identified for protection using mapping supplied by the Provincial Ministry of Development and Mines or the Ministry of Natural Resources and Forestry. The identified Mineral Resource Areas *may* include areas considered to be unsuitable under Subsection 4.10.2(1) a) of this Plan.

c) The identification of the Mineral Resource Areas on Schedule N: Identified Mineral Resources, of this Plan, does not imply:

(i) that extraction in these areas conforms to Provincial Plans or policies;

(ii) that *mineral aggregate resource* extraction would conform to this Plan; or

(iii) that the *City* would support an application in these areas for a licence under The Aggregate Resources Act or an amendment to this Plan to permit *mineral aggregate resource* extraction.

d) Subject to the other policies of this Plan, *development* that is proposed on lands wholly or partially within three hundred (300) m of a sand and gravel deposit or five hundred (500) m of a selected bedrock and shale resource identified under Subsection 4.10.2(1) a) of this Plan and that has the potential to preclude or hinder continued extraction or expansion of existing *mineral aggregate operations,* establishment of new operations or access to the *mineral aggregate resources* in accordance with the policies of this Plan and any Provincial Plan, *may* only be permitted if the proponent has demonstrated through the appropriate studies to the satisfaction of the Region of Halton and the *City* that:

(i) extraction would not be feasible; or

(ii) the proposed land use or *development* serves a greater long term public interest; and

(iii) issues of public health, public safety and environmental impact have been addressed.

4.10.2(2) MINERAL RESOURCE EXTRACTION AREA DESIGNATION

a) This designation, which includes areas covered by a valid licence issued pursuant to The Aggregate Resources Act, is shown on Schedule C: Land Use – Urban Area; Schedule I: Land Use - Rural Area; and Schedule L: Land Use – North Aldershot; and is identified as Mineral Resource Extraction Area on Schedule N: Identified Mineral Resources, of this Plan.

b) Legally *existing mineral aggregate operations* may continue to operate and *shall* be protected through this Plan from new land uses that are not *compatible* with such operations for reasons of public health, public safety or *negative impacts* or which would preclude or hinder the expansion or continued use of such operations.

c) Subject to the other policies of this Plan, the applicable policies of the Provincial Greenbelt Plan, the Provincial Growth Plan and the Niagara Escarpment Plan, applicable Zoning By-laws, and site plans and conditions of the licence under The Aggregate Resources Act, the following uses *may* be permitted:

(i) *agricultural operations*;

(ii) *normal farm practices*;

(iii) *existing uses*;

(iv) *mineral aggregate operations* licensed pursuant to and in compliance with The Aggregate Resources Act;

(v) associated facilities to a *mineral aggregate operation* used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products, provided that such associated facilities:

a. are directly associated with the extraction of *mineral aggregate resources* from an integrated *mineral aggregate operation*, which *may* consist of more than one Aggregate Resources Act license;

b. are designed to be temporary and not to be utilized after extraction has ceased;

c. are located in a manner that does not affect the final *rehabilitation* or enhancement of the site in accordance with an approved *rehabilitation* and enhancement plan;

(vi) *non-intensive recreation uses* such as nature viewing and pedestrian trail activities;

(vii) *forest, fisheries and wildlife management*;

(viii) archaeological activities;

(ix) *essential* linear *infrastructure* facilities subject to Subsection 6.1.2 h) of this Plan;

(x) *accessory uses*;

(xi) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan, if the subject land is located within the Niagara Escarpment Plan Area; and

(xii) *watershed management* and flood and erosion control projects carried out or supervised by a *public authority*.

d) All mineral aggregate operations and accessory operations shall be conducted in a manner that minimizes social, economic, environmental and human health impacts in accordance with Provincial standards and requirements and Regional and City Official Plan policies.

e) The *City* considers the protection of surface water and groundwater from the *negative impacts* of extraction to be a priority. Accordingly, the *City shall* support the Region of Halton in requiring the proponent of *mineral aggregate operations* requiring a new Aggregate Resource Act license to carry out comprehensive studies and undertake recommended mitigation and/or remedial measures and on-going monitoring in accordance with Provincial requirements and the policies of the Regional Official Plan and in consultation with the Region of Halton and Conservation Halton.

f) The *City shall* support the Region of Halton in requiring that air, noise and blasting studies be undertaken in accordance with Provincial regulations and standards and that the recommendations of the studies be implemented to minimize *adverse effects* on social and human health.

g) The *City shall* require an amendment to this Plan to designate a new Mineral Resource Extraction Area or an expansion to an existing Mineral Resource Extraction Area.

h) The *City shall* require that the applicant for an amendment to this Plan to designate a new Mineral Resource Extraction Area or an expansion to an existing Mineral Resource Extraction Area consult, prior to the submission of the application, the City, the Region of Halton, the Province, Conservation Halton and other relevant agencies to identify the studies and information to be provided to support the application, to scope or focus study requirements where appropriate, and to determine a process and an agreement respecting public engagement, evaluation and peer review.

i) In areas outside the Greenbelt Natural Heritage System, the *City shall* not permit new Mineral Resource Extraction Areas or expansions to existing Mineral Resource Extraction Areas in:

(i) The Niagara Escarpment Plan Area, except the Escarpment Rural Area;

(ii) *significant wetlands*;

(iii) *habitat of endangered species* and *threatened species* except in accordance with provincial and federal requirements;

(iv) *significant woodlands*, that are not young plantation or early successional habitat (as defined by the Ministry of Natural Resources and Forestry);

(v) for *quarries*, areas within two hundred (200) m of the *Escarpment brow*;

(vi) the Urban Area as identified on Schedule C: Land Use – Urban Area, of this Plan, and the Rural Settlement Areas as identified on Schedule I: Land Use – Rural Area, of this Plan; and

(vii) North Aldershot as identified on Schedule K: Land Use – North Aldershot, of this Plan, except in accordance with the time limited and area specific Minutes of Settlement dated June 1, 2013 and executed by the Region of Halton prior to the approval of the Regional Official Plan.

j) Each Official Plan Amendment application to designate a new or expanded Mineral Resource Extraction Area *shall* be evaluated based on its individual merits and consideration of all the following factors and of the other policies of this Plan:

(i) adverse impacts on, and proposed measures to minimize or address such impacts on, the following:

a. the *City's* Natural Heritage System, in accordance with Subsection 4.10.2(2) m) of this Plan;

b. the quality and quantity of surface and groundwater;

c. adjacent *sensitive land uses* including their source of drinking water;

d. the surrounding *agriculture* and rural communities, in accordance with Subsection 9.2.2 e)(v) and (vi), of this Plan;

e. *cultural heritage resources*;

f. the transportation system;

g. the visual character of the area;

h. air quality; and

i. the Greenbelt Natural Heritage System, in accordance with Subsection 4.10.2(2) m) of this Plan;

(ii) the *cumulative impacts* of the proposal and other *mineral aggregate operations* in the general area;

(iii) the proposed *rehabilitation* plan and the *compatibility* of the proposed after-use with the objectives and policies of this Plan, the Regional Official Plan and Provincial Plans;

(iv) the risk of public financial liability during and after extraction where continuous active on-site management is required; and

(v) the provisions for municipal and community engagement, such as a Community Liaison Committee, in the operation and *rehabilitation* of the proposed *mineral aggregate operation.*

k) The Region of Halton's Aggregate Resources Reference Manual and *agricultural impact assessment* guidance developed by the province shall be used by the City as guidance documents and resources in reviewing an Official Plan Amendment application to designate a new or expanded Mineral Resource Extraction Area.

l) The *City* will discourage the use of *adaptive management plan*s or similar measures that will require continuous or perpetual active on-site management post *rehabilitation*.

(i) Within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, in areas with below-water table extraction, *mineral aggregate operations* requiring perpetual water management after *rehabilitation* is complete *should* be avoided but *may* be considered where it can be demonstrated that such actions would support other public water management needs.

m) In accordance with Subsection 4.2.2 m) of this Plan, the *City shall* apply the following systems based approach in the assessment of the impact of a proposal for a new or expanded *mineral aggregate operation* on the Natural Heritage System*:*

(i) where the proposal has the potential to have *negative impacts* on one or more *Key Natural Feature* of the Natural Heritage System, as listed in Subsection 4.2.2 e) of this Plan, the proponent *shall* be required to demonstrate through an Environmental Impact Assessment (EIA) that the proposal will result in no *negative impacts* on the *Key Natural Features* or their *ecological* or *hydrologic functions*;

(ii) in addition to clause (i) above, where the proposal has the potential to have *negative impacts* on the Natural Heritage System, the

proponent *shall* be required to demonstrate through an EIA that the proposal will maintain, restore or where possible enhance the diversity and connectivity of *natural heritage features* in an area, and the long term *ecological* and *hydrologic functions* and biodiversity of natural heritage systems*,* recognizing *linkages* between and among *natural heritage features and areas*, *surface water features* and *groundwater features*; and

(iii) where the proposal has the potential to negatively impact the Natural Heritage System as identified on Schedule M, of this Plan, the policies of the applicable provincial land use plan as shown on Schedule A-1: City System - Provincial Land Use Plans and Designations, *shall* apply as follows, in addition to the policies of this Plan:

a. if the proposal is located within the Greenbelt Plan Area, the provisions of Section 4.3.2 of the Greenbelt Plan *shall* apply;

b. if the proposal is located within the Niagara Escarpment Plan Area, the provisions of Part 2.6, Part 2.7 and Part 2.9 of the Niagara Escarpment Plan *shall* apply; and

c. if the proposal is located outside the Greenbelt Plan Area and the Niagara Escarpment Plan Area, the provisions of Section 4.2.8 of the Provincial Growth Plan *shall* apply.

n) The *City shall* consider an Official Plan Amendment application to designate a new Mineral Resource Extraction Area or to expand an existing Mineral Resource Extraction Area designation to be complete, only on the basis of Subsection 12.1.2(1.2) of this Plan.

o) The *City* will co-ordinate with the Region of Halton, other affected municipalities, Provincial Ministries, Conservation Halton, the Niagara Escarpment Commission and other agencies in the review of and public consultation on Official Plan Amendment applications to designate new or expanded *mineral aggregate operations.*

p) *Mineral aggregate resource* extraction shall be considered to be an *interim land use.* The *City* will support the progressive and final *rehabilitation* of mineral aggregate operations, provided that *rehabilitation*:

(i) takes place in a timely fashion;

(ii) limits the amount of disturbed area on an on-going basis;

(iii) adopts prevailing best management practices;

(iv) is consistent with the applicable Source Protection Plan(s); and

(v) conforms with the applicable policies of the Greenbelt Plan, the Provincial Growth Plan or the Niagara Escarpment Plan, as appropriate.

q) The *City shall* require the *rehabilitation* of a *mineral aggregate operation* to an appropriate after-use *compatible* with the adjoining land use designations set out in this Plan. An amendment to this Plan designating the site for the appropriate after use *shall* be required. Owners of *mineral aggregate operations* are encouraged to provide for public access to, and public use of, former *mineral aggregate operations* sites, where appropriate, after final rehabilitation is complete.

r) *Mineral aggregate operations* in the Rural Area *shall* be required to be *rehabilitated* to form part of the City's Natural Heritage System or the Agricultural Area, with the proposed after-uses being in conformity with the applicable policies of that land use designation and *compatible* with the Agricultural System.

s) The *rehabilitation* of *mineral aggregate operations* on *prime agricultural lands*, within *Prime Agricultural Areas shall* be carried out so that substantially the same areas and same average soil quality for *agriculture* are restored.

In *Prime Agricultural Areas*, complete agricultural *rehabilitation* is not required if:

(i) there is a substantial quantity of *mineral aggregate resources* below the water table warranting extraction, or the depth of planned extraction in a *quarry* makes restoration of pre-extraction *agricultural* capability unfeasible;

(ii) other alternative locations have been considered by the applicant and found unsuitable. The consideration of other alternatives *shall* include resources in areas of Canada Land Inventory Class 4 to 7 soils, resources on lands identified as designated growth areas, and resources on *prime agricultural land*s where *rehabilitation* is feasible. Where no other alternatives are found, *prime agricultural lands* shall be protected in this order of priority: *specialty crop areas*, and Canada Land Inventory Class 1, 2 and 3 lands; and

(iii) *agricultural rehabilitation* in remaining areas is maximized.

t) The proponent of a new or expanded Mineral *Res*ource Extraction Area *shall* be required to demonstrate to the satisfaction of the *City* and the Region of Halton that the transportation of aggregate and related products associated with the proposed *mineral aggregate operation* can be adequately

accommodated by the transportation system in the city. Any improvements to the *City*'s transportation *infrastructure* to accommodate the transportation of aggregate *shall* be at the expense of the proponent. If applicable, alternative routes and alternative *modes* for transporting the products *shall* be considered and evaluated.

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ECONOMIC ACTIVITY

Burlington's location in proximity to Toronto and Hamilton, coupled with its access to major highway and rail *infrastructure* and an abundant supply of land, allowed the city to grow rapidly over the last 50 years. A number of conditions that supported this rapid growth are expected to change over the next 20 years. The manufacturing-based economy has entered a period of transition where issues of globalization, technology changes, including automation and labour force changes, all contribute to a new role in the economy for manufacturing. Congestion along major highway *infrastructure* is increasing, as are fuel costs.

The *City* identifies *employment areas*, as identified in the Region of Halton Employment Area shown in Schedule B- Urban Structure, of this Plan.

The *City* also identifies lands designated for employment uses on Schedule B: Urban Structure. These lands include all lands designated for employment uses under sections 8.1 and 8.2 and identified on Schedule C: Land Use – Urban Area and Schedule E: Land Use – Uptown Urban Centre. These designations are distinguished by the -employment suffix to the designation name. Most of these lands are found within the Region of Halton Employment Area, however, there are some instances where these lands are currently designated only by the *City* for employment uses.

The city has a fixed urban boundary and therefore a finite supply of lands designated for *employment* uses. The city has a sufficient supply of lands designated for *employment* uses to accommodate forecasted growth to 2031 and the supply of land will be needed for the long term, except for those lands identified for consideration for conversion through the *municipal comprehensive review* in policy 2.3.3 f) of this Plan.

The Strategic Plan's first strategic direction supports a City that Grows. Key to working toward that direction is the promotion of economic growth. The Strategic Plan acknowledges that there are many interrelated actions.

A healthy and *sustainable* city provides opportunities to accommodate a wide range of businesses and economic activities throughout the city. The city has *employment* concentrations in manufacturing, retail trade and health care and social assistance. In 2015 the Region of Halton Employment survey reported that the city had the highest proportion of full time jobs compared to other local municipalities in the Region of Halton. Similar to the Region of Halton, the economy and jobs are diverse and well balanced.

The city has a number of established growth clusters in information technology, financial services and distribution services. There are a number of emerging

growth sectors in transportation and logistics and business services. Given the diversity of opportunities within the various growth clusters, the historic and recent performance, geographic location and a variety of other market indicators, Burlington has the potential to capitalize on long term growth projections. In recent years, the growth in commercial space in the city has outpaced population growth. The current supply of commercial space is above average for suburban GTA municipalities. However, vacancy rates and sales performance levels in the city indicate that the retail market is healthy.

The city has an available supply of commercially designated land sufficient to meet future demand to 2031. However, there are underserved portions of the city, as well as *intensification areas* which will require additional commercial uses supporting local residential and employees needs.

Institutional uses and *public service facilities* are integral to the economy and the creation of a vibrant and complete community. Ranging from a post-secondary institution, to a hospital, to a fire station, this Plan provides opportunities to locate *public service facilities* throughout the city. This Plan also identifies opportunities to support innovation and research, as well as investment in existing and proposed *public service facilities* and *institutional uses*.

This Plan, through the development of the Mixed Use Intensification Areas, is promoting the *development* of traditional commercial areas into revitalized mixed use, pedestrian-friendly hubs of activity.

The economy of Rural Burlington is quite different from that of the Urban Area, being based on *agriculture* and *on-farm diversified* uses, other resource industries, *home occupations*, recreation and *agricultural-related tourism*. Rural Burlington's location in proximity to major urban areas presents its industries with major challenges but also with new opportunities.

The *City*'s long term land use strategy to accommodate *employment* has been developed to manage the challenges and opportunities that the city will face over the planning horizon of this Plan. The strategy:

a) retains existing vacant lands within the *Employment Area* to provide for a wide range of parcel sizes, locations and characteristics over the long term;

b) builds on the *employment* policy framework to nurture existing lands designated for *employment* uses, including a level of predictability for those already invested and to support the continued use and *development* of such lands for *employment* uses; and

c) focuses on encouraging *employment* growth in *mixed use intensification areas* including the city's *Major Transit Station Areas (MTSAs)* and the Downtown Urban Centre. These areas will be planned to accommodate

employment uses which are *compatible* with other *sensitive land uses* and to have the potential to contribute to vibrant, mixed use, transit-supportive uses.

Building on the city's strengths, over the planning horizon of this Plan, people will work throughout the city within lands designated for employment uses, urban centres including the Downtown Urban Growth Centre, *MTSAs*, other mixed use areas, in the Rural Area and even in existing residential neighbourhoods in the form of *home occupations* and small-scale neighbourhood commercial uses.

5.1 ACCOMMODATING EMPLOYMENT

5.1.1 OBJECTIVE

a) To promote economic development and competitiveness and the development of *complete communities.*

5.1.2 POLICIES

a) The City will contribute to the development of a Regional Employment Strategy with the Region of Halton, and the Towns of Oakville, Milton and Halton Hills.

b) The *City* will promote economic development and competitiveness and the development of *complete communities* by:

(i) providing for an appropriate mix of *employment* uses including industrial, commercial, *public service facilities* and *institutional uses* throughout the city to meet long-term needs;

(ii) focusing employment growth primarily in the *Employment Area* and in mixed use *intensification areas;*

(iii) providing for a diversified economic base, including maintaining a range and choice of suitable sites for *employment* uses which support a wide range of economic activities and *ancillary uses,* and take into account the needs of existing and future businesses;

(iv) planning for, protecting and preserving *the employment area* for current and future uses which will achieve a significant component of the *employment* forecasts for the city to the year 2031; and

(v) ensuring the necessary *infrastructure* is provided to support current and forecasted *employment* needs, including *infrastructure* and utility requirements of emerging *employment*.

c) The *Major Transit Station Areas shall* be planned to accommodate *employment* uses which are *compatible* with *sensitive land uses* and contribute to the development of vibrant, mixed use and transit supportive areas.

d) *Major office* and appropriate major *development* including major *public service facilities* and major *institutional uses shall* be located in the Urban Growth Centre or *major transit station areas*, with existing or planned higher order transit service.

e) *Home occupations* and small scale neighbourhood commercial uses will be *encouraged*, subject to the policies of this Plan.

5.2 PROTECTING THE EMPLOYMENT AREA

The Planning Act defines area of employment as an area of land designated in an Official Plan for clusters of business and economic uses. These areas are devoted to *employment* uses and are critical to the long term *sustainability* of the city. The *employment area* is the Region of Halton Employment Area and is identified as an overlay on Schedule B: Urban Structure, of this Plan. In the case of conflict, the Regional Official Plan *shall* be relied upon. Residential uses and other non-*employment* uses including *major retail* uses are prohibited in the *employment area,* unless otherwise permitted by the policies of this Plan and the Regional Official Plan.

The city has a finite supply of lands within the *employment area* and it is critical that the *City* adopt a policy framework which protects that supply from unwarranted conversion to non-*employment* uses. The *City* will need to maintain its supply of land within the *employment area* in order to capitalize on its growth potential over the long term, given the fixed urban boundary.

Any conversion of lands within the *employment area* can only take place at the time of a *municipal comprehensive review*, or in accordance with the Provincial Growth Plan.

From time to time, there may be a compelling reason based on planning grounds to consider conversion, particularly when a conversion can achieve another one of the *City's* strategic objectives.

5.2.1 OBJECTIVE

a) To plan for, protect and preserve the *Employment Area*.

b) To conform to the policies of the Provincial Policy Statement, the Provincial Growth Plan and the Regional Official Plan to guide the consideration of *employment area* conversion.

5.2.2 POLICIES

a) Lands within the Region of Halton Employment Area as identified on Schedule B: Urban Structure, of this Plan, are subject to the policies of Chapter 5: Economic Activity, of this Plan, and the underlying land use designations found in Chapter 8: Land Use Policies – Urban Area.

b) Lands within the Region of Halton Employment Area as identified on Schedule B: Urban Structure, of this Plan, will accommodate a significant component of the *employment* forecast for the city to the year 2031, as identified in Chapter 2: Sustainable Growth, of this Plan.

c) Proposals for the conversion of lands identified within the Region of Halton Employment Area as identified on Schedule B: Urban Structure, of this Plan, *shall* be subject to the policies of the Regional Official Plan and the Provincial Growth Plan and *shall* be considered at the time of a *municipal comprehensive review* undertaken by the Region of Halton, or in accordance with the Provincial Growth Plan.

d) In support of the Region of Halton *municipal comprehensive review* the *City* will provide input related to the policies of the Regional Official Plan and the Provincial Growth Plan, based on findings of local employment related studies to inform the consideration of employment conversions, additions to the Region of Halton Employment Area and modifications to policies to support the long term objectives of *employment areas*.

5.3 INNOVATION DISTRICTS

Innovation districts are a type of business and/or industrial district designed to attract and promote clusters of public and private sector firms and organizations engaged in the development of new products, materials, services and knowledge.

Innovation districts are considered to be elements in the knowledge economy. Often they are anchored by post-secondary institutions and several major private firms, around which are clustered small and medium sized firms, support businesses and services and various business incubators and accelerators intended to support new ventures and start ups. The objective is that an innovation district, by supporting proximity, clustering and connectivity, will stimulate economic activity.

The importance of the knowledge based economy is highlighted in the *City's* Strategic Plan. A key priority related to promoting economic growth is to develop an environment that is attractive to high-growth "knowledge-based" companies. The *City* will work to create the technological support, business support, *infrastructure* and educational environment to attract start ups and growing businesses.

While the uses generally associated with innovation districts such as research and development firms, product testing, and support services are permitted in a wide variety of locations in the city, the geographic clustering of similar uses can help to catalyze economic development and innovation in specific areas of the city. While residential uses do not need to be included within a given Innovation District, the ability to conveniently access a full range of residential options is very important.

5.3.1 OBJECTIVES

a) To establish a general framework for identifying an area with potential to function as an innovation district.

b) To support the development of economic development strategies that establish the vision and the key elements of an innovation district.

c) To develop land use policies and tools that will support the implementation of economic development strategies for the development of innovation districts through enhanced transit and other *infrastructure* improvements, in order to create a more connected, complete and *sustainable* community feature.

5.3.2 POLICIES

a) Innovation districts *may* be identified in this Plan where one or more of the following conditions are present:

(i) an existing or proposed post-secondary institution is located in the area;

(ii) a clustering of a related group of businesses and/or economic activities that have the potential to support the creation of new investments, ventures or start ups to support the development of new ideas, products or services;

(iii) any area of the city with access to *frequent transit corridors* or a Major Transit Station Area Special Planning Area, as identified on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan; and/or

(iv) an *Employment Area* with access to the *frequent transit corridors* and availability of *infrastructure* and access to a range of housing options within close proximity.

b) Innovation District Study Areas *shall* be identified on Schedule B: Urban Structure, of this Plan.

c) Where an Innovation District Study Area has been generally identified on Schedule B: Urban Structure, of this Plan, an *area-specific plan* will be completed for the District.

d) Until the *area-specific plan* has been completed for an identified Innovation District Study Area, notwithstanding the permissions in the underlying land use designation on Schedule C: Land Use – Urban Area, of this Plan, the following uses *may* be permitted:

(i) *office* uses;

(ii) *industrial* uses that involve assembling, fabricating, manufacturing and other processes;

(iii) research laboratories and information processing;

(iv) communications;

(v) municipal *infrastructure* and *utilities*;

(vi) conference and convention uses and hotels, where they are permitted in the underlying land use designation, subject to addressing land use compatibility requirements; and

(vii) retail and *service commercial* uses in accordance with the policies of the underlying land use designation.

e) An economic development strategy and brand for the development of an innovation district will include the following:

(i) vision and target sectors;

(ii) the identification of economic, networking and physical assets available to support the Innovation District; and

(iii) direction to undertake an *area-specific plan* to determine, in addition to the policies in Subsection 12.1.3 of this Plan, the following:

a. land use vision and objectives related to the vision and target sectors;

b. *infrastructure* investments required to promote connectivity to the *frequent transit corridors* and *MTSAs;*

c. alignment of land use permissions with the vision, including, where an innovation district is located outside of an *Employment Area,* a full range of permitted uses;

d. where an innovation district is located entirely within an *Employment Area,* the identification of opportunities to connect to surrounding communities, mixed use *intensification* areas and where applicable, *MTSAs*, *shall* be a priority. Connections to residential and commercial uses *shall* be identified and appropriate investments in *infrastructure* such as transit and *active transportation shall* be recommended;

e. design standards for the private and *public realm* including *streetscapes* in accordance with the policies of Chapter 7: Design Excellence, of this Plan; and

f. the identification of tools to incentivize preferred outcomes in line with the vision and policies of this Plan and the *area-specific plan.*

5.4 STRATEGIC ECONOMIC DEVELOPMENT AREAS

There are eight strategic economic development areas found throughout the city. Each of the economic development areas presents a distinct opportunity for supporting economic development and competitiveness and the development of *complete communities*. Some areas include a variety of vacant lands designated for *employment* uses serviced, or planned to be serviced, over the horizon of the Plan, and some include existing developed *employment areas* that *may* have the potential to accommodate *intensification.* Other existing and emerging areas like the Downtown Urban Centre, the Uptown Urban Centre, and *Major Transit Station Areas* represent key opportunities to accommodate significant *employment* close to great neighbourhoods in the city.

These areas are generally identified in the policies of this section of the Plan and *may* be the focus of the development of tools and approaches aimed at supporting the long-term viability and health of the city's lands designated for employment uses and to support the *City's* long term strategy to accommodate *employment.* Opportunities to support the lands designated for employment uses as they change over the coming years will remain a key priority. While Regional water and wastewater infrastructure is generally in place and available, these areas will require careful investment in *infrastructure* from water and wastewater services (in accordance with the Water and Wastewater Master Plan, Regional Official Plan, Development Charges Background Study and the Region of Halton's Financing Policies for Growth Infrastructure), *utilities*, transportation and transit *infrastructure*, *public service facilities* and *public realm* improvements in response to the investments of businesses and the needs of employees.

The policies of this Plan including the land use policies established in Chapter 8: Land Use Policies-Urban Area, will guide appropriate *development*.

5.4.1 QEW CORRIDOR

a) This district straddles the QEW and extends from Guelph Line to Burloak Drive and from Mainway to the GO Train line. The area contains smaller, mostly discontinuous, vacant parcels distributed throughout the QEW Corridor.

b) *Development* in close proximity to the Appleby GO *should* be *transit supportive* and consider opportunities to facilitate walking and cycling.

c) In the long term, support for *development* for *employment* uses within this corridor will be critical to re-invest, intensify *development* and increase the number of jobs.

d) The QEW Corridor will be the focus of the development of a long-term *employment intensification* study containing strategies to support *development* and re-investment:

i) such a strategy *should* recognize that the lands north of the QEW/403 have a more intensive *employment* nature;

ii) the strategy will highlight opportunities relative to the *employment* lands south of the QEW/403 and north of the GO Rail Line and Stations. The strategy *should* emphasize and identify investment required to ensure employers and employees are prioritized and provided with convenient transit and safe pedestrian access from the *major transit station areas* to the surrounding *employment* lands;

iii) the strategy will acknowledge that over the long-term, the *City* will consider the development of a pilot *brownfield Community Improvement Plan* to support the *development* of *employment* land for new, more intensive *employment* uses including any required *infrastructure* improvements.

5.4.2 BRONTE CREEK MEADOWS

a) This district extends from Burloak Drive to Creek Way and is bordered by Upper Middle Road and Mainway. The area contains the largest concentration of vacant lands designated for employment uses in the city. The *employment* function of Bronte Creek Meadows is a priority for the *City.* This area will be a focus for innovative *employment* uses in accordance with this Plan and the *City's* Strategic Plan.

b) In the near term, this area identified on Schedule B: Urban Structure of this Plan, *should* be guided by the development of an *area-specific plan.*

c) The *area-specific plan* will be prepared in accordance with the policies of Subsection 12.1.3 of this Plan and will at a minimum, consider the following:

i) *infrastructure* and *public service facilities* requirements;

ii) achieving the *employment* density target established for the *Designated Greenfield Area*;

iii) the Natural Heritage System;

iv) future land use that focuses on *employment* uses; and

v) consistency with the policies contained in Chapter 7: Design Excellence, of this Plan.

5.4.3 403 WEST CORRIDOR

a) This district straddles the 403 west of the 407. The area contains diverse vacant *employment* land and its relationship to the Aldershot GO Station *should* be an important consideration in its *development.* As a western gateway to the Greater Toronto Area, connections to Hamilton will be important to the long term *development* of the area.

b) A significant area of the 403 West Corridor will be considered as part of the *area-specific plan* for the Aldershot GO MTSA Special Planning Area. The relationship between mixed use areas and *employment* lands will be considered and the opportunities and challenges for connecting the entire corridor with transit service *shall* be considered. Investments in transit will be a priority.

5.4.4 407 CORRIDOR

a) This district is the newest *Employment Area* in the city, located on the south side of Highway 407, generally including the lands between and adjacent to the Dundas Street and Appleby Line interchanges. This area is not fully built out and represents key opportunities for prestige *employment development* with visibility and access to Highway 407, along with close proximity to two interchanges at Dundas Street and Appleby Line.

b) In the near-term, support for the *development* of uses that are appropriate in close proximity to residential areas will be prioritized. Investment in transit will be a priority.

c) The 407 Corridor may be the focus of a *Community Improvement Plan* related to the optimal development of this relatively young *Employment Area,* in order to ensure that the area meets its potential as a high-profile *employment* entry node to the city.

5.4.5 DOWNTOWN URBAN CENTRE

a) The Downtown is a centre where jobs are found in a spectrum of major *public service facilities* and *institutional uses* as well as a wide range of *offices* and retail and *service commercial uses*. The Downtown Urban Growth Centre will see further *intensification*. There will be opportunities in the Urban Growth Centre to add new *employment* through mixed use development.

b) Over the long-term, the Downtown Urban Centre, also a *MTSA*, will continue to contribute to accommodating jobs and will significantly contribute to accommodating *employment* and meeting the *City's* economic objectives.

c) The Downtown Urban Centre is currently being considered through an *area-specific planning* process, that will consider the importance of

accommodating *employment* over the long term in areas targeted for *intensification*.

d) The City will consider tools available to support *employment* growth within the Urban Growth Centre, including through the implementation stage of the Downtown Area-Specific Plan.

5.4.6 UPTOWN URBAN CENTRE

a) Uptown is a mixed use centre which balances a number of land uses including *employment,* residential and other uses. The policies of Uptown support the development of areas where a wide range and mix of uses are permitted. In balance, Uptown is a diverse node with significant opportunities for *development* of *employment* uses on lands designated for employment uses as well as the *development* of *employment* through mixed use *development.*

b) Over the long-term, the Uptown Urban Centre will contribute to accommodating *employment* and meeting the *City's* economic objectives.

c) This area has been subject to *area-specific planning* that considered the importance of accommodating *employment* over the long term in areas targeted for *intensification*.

5.4.7 MAJOR TRANSIT STATION AREAS

a) Over the long-term, *Major Transit Station Areas (MTSAs)* will contribute significantly to accommodating *employment* and meeting the *City's* economic objectives.

b) *MTSAs* are currently being considered through an *area-specific planning* process, that will consider the importance of accommodating *employment* over the long term in areas targeted for *intensification*.

c) The City will consider tools available to support *employment* growth within *MTSAs*, including through the implementation stage of the Mobility Hub *area-specific plans*.

5.4.8 MIXED USE NODES AND INTENSIFICATION CORRIDORS

a) Over the long-term, Mixed Use Nodes and *Intensification Corridors* will contribute to accommodating *employment* uses and meeting the *City's* economic objectives.

5.5 THE AGRICULTURAL SYSTEM

The economic health and long term viability of the *agricultural system* plays an important role in creating a healthy and environmentally *sustainable* city. The policies of this Plan are directed at providing the conditions for *agriculture* and the *agricultural system* to grow and prosper and to adapt to changing conditions. This is addressed both through the policies in this section of the Plan and through the objectives and policies set out in Section 4.9, Community Gardens and Urban Agriculture, and Chapter 9: Land Use Policies - Rural Area, of this Plan.

5.5.1 OBJECTIVES

a) To support the economic viability of *agriculture* and the *agricultural system*.

b) To enable *agriculture* and the *agricultural system* to adapt to new challenges and new opportunities.

c) To promote efficient *agricultural operations.*

d) To *encourage* and promote local food production, including urban agriculture.

5.5.2 POLICIES

a) The *City* will consider providing incentives and other forms of assistance to support the development of *agricultural*, *agriculture-related* and *on-farm diversified businesses* through the preparation, adoption and implementation of a *Community Improvement Plan* under Subsection 12.1.15 of this Plan.

b) The functional and economic connections between the agricultural land base and the other components of the *agricultural* sy*stem* will be maintained and enhanced.

c) The city's *Employment Areas shall* accommodate industries that are components of the *agricultural* sy*stem.*

d) The *City* will collaborate *w*ith the Region of Halton in implementing Halton Region's Rural Agricultural Strategy to support the long-term *sustainability* and prosperity of the *agricultural system* and the rural economy.

e) The *City* will consider the development of an urban agricultural strategy to identify and support appropriate *agricultural uses* in the Urban Area, in accordance with the policies in Section 4.9, Community Gardens and Urban Agriculture, of this Plan.

INFRASTRUCTURE, TRANSPORTATION AND UTILITIES

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INFRASTRUCTURE, TRANSPORTATION AND UTILITIES

Infrastructure is the underpinning of *development.* A particular type of *infrastructure*'s existence, and available or planned capacity to deliver more of their given service, is important to support growth in the city. The planning for their delivery and their location within the city is critical to the success of the city.

Planning for *infrastructure* is undertaken by many different entities and organizations, each with their own planning and budgeting process. These partners should be part of discussions relating to how the *City's* vision for growth through *intensification* will impact demand for their services. For the same reason, the *City* understands that since a significant portion of these services are provided by others, clear priorities must be identified as investments required to support the vision will be significant.

The *City* must ensure that the land use vision can be phased and planned in a manner that optimizes the use of existing and new *infrastructure* to support growth in a compact, efficient form. Through any investment or plan, the long-term financial *sustainability* of the *City* and the Region of Halton must be ensured.

6.1 GENERAL

6.1.1 OBJECTIVES

a) To collaborate with all partners to ensure that *infrastructure* is planned comprehensively in a manner that effectively uses existing capacity and strategically invests in additional capacity to support the land use vision of this Plan, which calls for growth through *intensification*.

b) To rely on the land use vision of this Plan to communicate with multiple partners the approach for developing servicing priority and phasing in a built-up municipality through the completion of a series of *area-specific plans*. Dependent upon the findings of the *area-specific plans,* the highest priority for ensuring servicing capacity will be determined among the Urban Centres and MTSA Special Planning Areas identified as Primary Growth Areas in the Growth Framework.

c) To align with the *City's* long term Asset Management Plan.

6.1.2 POLICIES

a) The Region of Halton is responsible for the planning, design, delivery and maintenance of municipal *sewage and water services*, in accordance with the Regional Official Plan. It is the policy of this Plan that:

(i) all *development* within the Urban Area *shall* be connected to municipal water and waste water systems unless exempted by the policies of this Plan and the Regional Official Plan;

(ii) *development shall* be limited in the Urban Area to the ability and financial capability of the Region of Halton to provide municipal *sewage and water services*;

(iii) municipal servicing extensions beyond the Urban Area are prohibited, unless otherwise permitted by the policies of the Regional Official Plan and in accordance with the Region of Halton's Urban Service Guidelines;

(iv) new servicing capacity, where required, *shall* be prioritized to those areas of the City identified as being Primary Growth Areas on Schedule B-1: Growth Framework, of this Plan. The *City* will work closely with the Region of Halton to address servicing capacity challenges in the Growth Areas within the Urban Area, consistent with the Regional Official Plan;

(v) the *City*, in conjunction with Halton Region, *shall* further prioritize and phase the development of Growth Areas through the development of *area-specific plans*, where required.

b) Halton Region is responsible for the planning, design, delivery and maintenance of the Regional Road network, in accordance with the Regional Official Plan. The *City* will participate in transportation planning processes with the Region of Halton to ensure that local context is addressed.

c) The *City* is responsible for providing a wide range of *infrastructure* and *public service facilities* and has established a long term Asset Management Plan in order to understand capital investments and long term lifecycle costs of *infrastructure* provided by the *City*. Decision making related to the prioritization of investment in *infrastructure* will consider factors such as timing, capital budget, *infrastructure* risks and vulnerabilities including those caused by climate change, and strategic consideration of the long term operational costs in the context of levels of service and the Long Term Asset Management Plan.

d) The policies of this Plan including the Community Vision, the Urban Structure, the Growth Framework, the underlying land use designations and

the commitment to the development of *area-specific plans, shall* be the means of communicating priority growth areas.

e) The highest priorities for servicing capacity improvements within the Urban Area are:

(i) the Downtown and Uptown Urban Centres; and

(ii) the *MTSAs*, pursuant to the finalization of the *area-specific plans*, which will contain a full understanding of the short, medium and long term implications of the *development* proposed and investment required.

f) Collaboration among the *City*, Region and other service, *infrastructure* and *utility* providers will be undertaken to ensure co-ordination of planning, investment and *development* in line with servicing capacity improvement priorities and in response to the evolving infrastructure requirements of emerging *employment* uses and in support of *intensification* growth.

g) Lands that are under the ownership or jurisdiction of Federal, Provincial or municipal bodies or agencies and that are used for transportation, *utility* or communication purposes *shall* be appropriately zoned.

h) The following policies *shall* apply to the location and construction of new *infrastructure* and to expansions and extensions of *existing infrastructure:*

(i) new or expanded *infrastructure shall* avoid unacceptable adverse impacts upon existing and planned communities, including public health and safety, and air quality;

(ii) new or expanded *infrastructure shall* have regard for the land use compatibility policies in Section 4.6, Land Use Compatibility, of this Plan; any other relevant considerations, as determined by the *City;*

(iii) the planning, *des*ign and construction of new or expanding *infrastructure shall*:

a. minimize, wherever possible, the amount of the Natural Heritage System and Water Resource System, traversed and/or occupied by such *infrastructure*;

b. minimize negative impacts on or disturbance of the existing landscape and negative impacts on the *Escarpment environment*;

c. minimize unacceptable adverse impacts on the *Agricultural System*, *cultural heritage resources*, and other existing and potential future city *infrastructure* facilities;

d. ensure no *negative impact* on the Natural Heritage System or on the water resource system consisting of *ground water features* and areas and *surface water features*, including shoreline features, and *hydrologic functions;*

e. be provided in a manner that prepares for the *impact of a changing climate*.

(iv) new or expanding *infrastructure should* avoid *Key Natural Features, Prime Agricultural Areas*, *key hydrologic features* and *key hydrologic areas,* and unacceptable adverse impacts on *cultural heritage resources;*

(v) where proposed *infrastructure* is to be located within the Agricultural Land Base as shown on Schedule J: Agricultural Land Base – Rural Area, of this Plan, an *Agricultural Impact Assessment (AIA) shall* be undertaken based on the guidelines adopted by Regional Council and those that may be developed by the Province;

(vi) the proponent of major new *infrastructure* or a major expansion to existing *infrastructure,* as determined by *the City, may* be requested to prepare the following studies to the satisfaction of the *City*:

a. an Environmental Impact Assessment (EIA), if the proposed project would be wholly or partially inside or within one hundred and twenty (120) m of the Natural Heritage System shown on Schedule M: The Natural Heritage System, of this Plan;

b. an Agricultural Impact Assessment (AIA) prepared as required under Subsection 6.1.2 h) (v) of this Plan, if the proposed project is located within the Agricultural Land Base as shown on Schedule J: Agricultural Land Base-Rural Area, of this Plan;

c. a *Cultural Heritage Landscape* Impact Assessment prepared in accordance with Section 3.5, Cultural Heritage Resources, of this Plan, if the proposed *infrastructure* project is located within the *Cultural Heritage Landscape* Study Area shown on Appendix A-1: Cultural Heritage Landscape Study Area: Rural, of this Plan; and

d. a *Social Impact Assessment*.

(vii) if one or more of the studies required under Subsection 6.1.2 h) (vi) of this Plan concludes that the proposed project will result in unacceptable adverse impacts or *negative impacts* that cannot be mitigated to the satisfaction of the *City*, and other technically and

financially feasible alternatives exist that would have more acceptable or fewer adverse or *negative impacts* within the *City,* the *City shall:*

a. not approve the proposed *infrastructure* project; or

b. if the project is proposed by another agency, not support the project in comments, submissions or recommendations.

(viii) in addition to the policies of this Plan, new or expanded *infrastructure shall* be subject to the policies of any applicable Provincial Plan, as identified on Schedule A-1: City System - Provincial Land Use Plans and Designations, of this Plan.

(ix) the co-location of linear *infrastructure* should be promoted, where appropriate.

i) *Development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified *shall* not be permitted.

j) New *development* proposed on adjacent lands to existing or *planned corridors* and transportation facilities should be *compatible* with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

6.2 MULTIMODAL TRANSPORTATION

Burlington's transportation system is made up of many elements and choices for moving around the city, including walking, cycling, taking transit or rail, and using vehicles. A diverse transportation system with many practical and realistic choices is an essential part of a *sustainable* city, one which fully integrates mobility with land use and improves the quality of life in the city.

A city that is growing up through *intensification* rather than out through greenfield *development* has a different kind of transportation system. As the city grows up, if people continue to rely on their automobile to drive everywhere, it will become increasingly difficult to travel.

For Burlington to grow successfully, it must be a walking-friendly city, a bike-friendly city and a city designed and built with supporting public transit. It is a city that provides real and attractive choices in place of the automobile. One of these choices is a convenient and reliable transit system which includes *frequent transit corridors* where transit users can expect easy-to-use services that are frequent enough that they do not need to refer to a schedule. Implementing *frequent transit corridors* is important for supporting community, connectivity, facilitating *intensification,* and increasing ridership in the city's growth areas, as identified by this Plan.

A successful, integrated and *multi-modal* transportation system will be achieved by prioritizing decision-making to shift more trips away from the private car and to more *sustainable* transportation options, such as walking, biking, transit and car sharing. This reprioritization will be context-driven, with particular emphasis on walking, biking, transit and car sharing in the urbanizing/growing areas of the city. The goal in places expected to remain low density and suburban, and in rural places where appropriate, will be a balanced mobility. The intent is to reprioritize mobility in a way that works better for all *modes* of movement.

The main intent of the transportation policies of this Plan is to provide a *multi-modal* transportation system for all residents and businesses that is safe, convenient, accessible, and efficient and that addresses many of the *City*'s key challenges, including traffic congestion, climate change, public health, fiscal responsibility and affordability. The policies in this section of the Plan address different components of the transportation system, and offer guidance on various tools to manage mobility.

6.2.1 GENERAL

6.2.1(1) OBJECTIVES

a) To develop an equitable, integrated, *multi-modal* transportation system that offers safe, convenient and efficient movement of people and goods within the city.

b) To develop a transportation system that supports and complements the *City's* community vision and provides a range of *mode* choices.

c) To recognize that characteristics of urban streets and rural roads vary depending on their contexts.

d) To recognize that urban streets and rural roads have two fundamental roles: moving people and goods, and creating public space that people use for a variety of functions.

e) To identify new and enhanced facilities and consider innovative approaches and new technologies to serve existing and future pedestrians, cyclists, transit riders and automobile users.

f) To support the creation of urban environments that support *multi-modal* transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.

g) To maximize the capacity of the *City's* existing transportation *infrastructure* and reprioritize decision making in order to achieve an equitable and integrated, *multi-modal* transportation system.

h) To consider all environmental factors in evaluating improvements to the transportation system with emphasis on public safety, quality of life, noise and air pollution levels, climate change, health effects, and the maintenance of the *natural environment*.

i) To implement *context sensitive design* for *City* street, road and intersection designs, particularly where constraints, such as the *natural environment* and *natural heritage features*, property impacts and cost, require flexibility in *design guidelines* and creative design, in order to achieve an optimal solution that is safe and meets the needs of the community.

j) To establish a *complete streets* strategy in the city.

k) To implement a range of *transportation demand management (TDM)* strategies to reduce single-occupancy vehicle trips, to *encourage* more frequent travel by *sustainable modes* and outside of *peak periods*.

l) To recognize parking management as a tool to influence *mode* choice, affect housing costs and shape the *public realm.*

6.2.1(2) POLICIES

a) The design of all *City* urban streets and rural roads *shall* be developed to comply with the classification, function and general design requirements outlined in Table 1: Classification of Transportation Facilities, of this Plan. The location of streets and roads *shall* comply with Schedule O-1: Classification of Transportation Facilities – Urban Area, Schedule O-2: Classification of Transportation Facilities – Rural Area and North Aldershot, Schedule O-3: Classification of Transportation Facilities – Downtown Urban Centre, and Schedule O-4: Classification of Transportation Facilities – Uptown Urban Centre. Schedule O-1 does not show all Urban Local and Industrial Streets.

b) The public street rights-of-way identified in Schedule O-1: Classification of Transportation Facilities – Urban Area, Schedule O-2: Classification of Transportation Facilities – Rural Area and North Aldershot, Schedule O-3: Classification of Transportation Facilities – Downtown Urban Centre, Schedule O-4: Classification of Transportation Facilities – Uptown Urban Centre, and in Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan, *shall* be protected and secured through the processing of *development applications*, unless waived by the *City* in accordance with Subsection 6.2.7(2) f) of this Plan. Further, any public right-of-way identified in a detailed engineering study or class environmental assessment study *shall* be secured and protected in the same way through the *development application* approval process.

c) In developing the transportation system, the *City* will evaluate and provide *infrastructure* to prioritize effective active and *sustainable modes* of travel based on efficiency, contribution to a more inclusive, healthy, livable and *complete community,* and to reduce environmental impacts and energy consumption. In the Rural Area, the transportation system *shall* be designed to minimize adverse impacts to the Agricultural System.

d) A Transportation Impact Study to assess the impact of a proposed *development* on current travel patterns and/or future *multi-modal* transportation requirements *may* be required before *development applications* are approved.

e) The enhancement of all *transportation facilities* to maximize mobility and access for people of all abilities s*hall* be required, including during construction and reconstruction, rehabilitation and resurfacing projects.

f) The *City* will actively provide input in the planning of Regional and Provincial *transportation facilities* and services, in accordance with the policies of this Plan and the *City's* Transportation Plan. The City supports *context sensitive design* and alternative road standards for Regional Roads through

intensification areas to better integrate land uses, and to support pedestrians, cyclists and transit while maintaining the mobility function of the Major Arterial Road.

g) Opportunities for the sharing of parking will be *encouraged* between *compatible* uses where feasible, subject to an evaluation by the *City.*

h) All *transportation facilities shall* be designed to provide seamless integration between all *modes* of local and regional transportation, including walking, cycling, transit and private vehicles.

i) The identification of enhanced *multi-modal* transportation *infrastructure shall* be prioritized through the capital budgeting process, in accordance with direction from city plans such as the Official Plan, Transportation Plan, Cycling Master Plan, and long range transit plans, in Primary, Secondary and Employment Growth Areas, and the identified *frequent transit corridors*, as identified on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan, and in keeping with Chapter 14, Table 1: Classification of Transportation Facilities, of this Plan.

j) Highways under the jurisdiction of the Province and roadways under the jurisdiction of Halton Region are illustrated on Schedule O-1: Classification of Transportation Facilities – Urban Area, Schedule O-2: Classification of Transportation Facilities – Rural Area and North Aldershot, Schedule O-3: Classification of Transportation Facilities – Downtown Urban Centre, and Schedule O-4: Classification of Transportation Facilities – Uptown Urban Centre, of this Plan. Any *development* located within the Provincial permit control area under The Public Transportation and Highway Improvement Act is subject to Provincial review and approval prior to the issuance of entrance, building and land use permits. These permits *shall* be obtained prior to any construction being undertaken within the permit control area.

k) The *City* will undertake a city-wide *multi-modal* Transportation Plan and Parking Study.

l) The *City* will monitor emerging trends in *multi-modal* transportation technology, including but not limited to, the use of autonomous vehicles and *infrastructure* for electric vehicles, and will amend transportation policies and standards as required.

6.2.2 URBAN STREETS AND RURAL ROADS

6.2.2(1) OBJECTIVES

a) To ensure the provision of well-maintained urban streets and rural roads that will permit access to all parts of the city.

b) To provide adequate capacity to meet local transportation needs, but not necessarily inter-municipal traffic demands, which *should* be met by Provincial and Regional *transportation facilities* and services.

c) To place emphasis on developing a connected and continuous grid-oriented street network that supports convenient and efficient travel by all *modes* and discourages the development of street configurations that disrupt the grid network.

d) To provide more pedestrian oriented *streetscapes* that increase safety and attractiveness of the street environment to support *active transportation* choices.

e) To re-evaluate traditional width standards for streets and roads under the *City's* jurisdiction and indicate the circumstances under which reduced width standards *shall* be permitted.

f) To carry out road and street extensions, where appropriate, in order to accommodate people, transit and goods movement.

g) To avoid the widening of local urban streets and rural roads for the sole purpose of increasing capacity for single occupant automobiles.

h) To employ *complete streets* standards and the use of *context sensitive design* standards.

i) To plan for and develop a street network that accommodates all *modes* of travel in a safe and efficient manner.

6.2.2(2) POLICIES

a) The *City* will establish a *complete streets* strategy for all street and road projects, including those involving new construction, reconstruction, resurfacing and *rehabilitation*.

b) The planning, staging and land requirements of urban street and rural road extensions and widenings *shall* be based on Schedule O-1: Classification of Transportation Facilities – Urban Area, Schedule O-2: Classification of Transportation Facilities – Rural Area and North Aldershot, Schedule O-3: Classification of Transportation Facilities – Downtown Urban Centre, Schedule O-4: Classification of Transportation Facilities – Uptown Urban Centre, and Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan. Proposed roads that are not yet constructed are indicated on Schedule O-1: Classification of Transportation Facilities – Urban Area. Additional right-of-way *may* be required based on an engineering study, such as a Municipal Class Environmental Assessment Study, Detail Design Study, other engineering studies, in addition to those shown in Chapter 14, Table 2: Public

Right-of-Way Widths, subject to the approval of the *City* and Halton Region, Conservation Halton and the Province, where appropriate. Where appropriate, the *City* will advocate for *context sensitive design* that allocates a right-of-way to accommodate options for multimodal transportation. This includes advocating for the prioritization of transit and *active transportation*, for streets and roads under the jurisdiction of other levels of government.

c) Any localized *City* widenings *shall* be evaluated and recommended based upon consideration for all *modes* of travel and ability to support active and *sustainable* transportation.

d) Land dedication for *daylight triangles* on urban streets and rural roads under the *City's* jurisdiction *shall* be based on the following:

(i) 3 m x 3 m: Local Street/Industrial Street to Local Street/Industrial Street or Neighbourhood Connector Street;

(ii) 5 m x 5 m: Neighbourhood Connector Street to Neighbourhood Connector Street;

(iii) 5 m x 5 m: Local Street/Industrial Street to Urban Avenue, Main Street, Industrial Connector or Multi-Purpose Arterial Street;

(iv) 7 m x 7 m: Neighbourhood Connector Street to Urban Avenue, Main Street, Industrial Connector or Multi-Purpose Arterial Street;

(v) 15 m x 15 m: Urban Avenue, Main Street, Industrial Connector, Multi-Purpose Arterial, or Major Arterial Street to Urban Avenue, Main Street, Industrial Connector, Multi-Purpose Arterial or Major Arterial Street;

(vi) 10 m x 10 m: All road intersections identified on Schedule O-2: Classification of Transportation Facilities – Rural Area and North Aldershot, of this Plan;

(vii) 15 m x 15 m: any *City* street or road intersecting with a Regional roadway;

(viii) *daylight triangle*s having lesser dimensions than specified above *shall* only be acquired if the reduced standard is proven to be acceptable to the *City,* subject to the criteria in Subsection 6.2.7(2) f) of this Plan.

e) *Transit priority measures (TPM) shall* be considered in Primary, Secondary and Employment Growth Areas and *may* be considered by Burlington Transit in other areas of the city. When *transit priority measures* are proposed, consideration *shall* be given to permitting the reduction in street capacity available to other vehicles and the need to widen the street.

f) Streets and roads serving as transit and primary response routes for emergency services *shall* be built early in the *development* process, so that transit service and primary emergency response can be provided at an early stage, subject to operational and financial feasibility.

g) Traffic flows will be controlled on local streets within the Urban Area through traffic management, traffic calming, design features and other techniques.

h) Street and road construction and maintenance methods will be regularly reviewed and implemented. The road and street asset management system will be continuously updated to determine maintenance requirements and priorities.

i) The use of public and private laneways *may* be permitted subject to an evaluation by the *City* and Region of functional, operational, servicing and emergency access issues.

j) All new, expanded and reconstructed transportation facilities *shall* incorporate *context sensitive design* and shall be planned, designed and constructed in accordance with Subsection 6.1.2 h) of this Plan.

k) New public rights-of-way established through the subdivision of large parcels *shall* be designed in a manner which provides for safe and efficient pedestrian and transit connections.

l) *Development* proposals within the city *shall* be required to take place on public streets or roads, unless it can be demonstrated by the proponent, to the satisfaction of the *City,* that a private street or road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighbourhood connectivity, facilitating ease of land assembly for future *development*, reducing *negative* environmental *impacts,* and minimizing financial impacts to the *City.*

m) Traffic flow on the city's Arterial Streets and Industrial Connectors, under the *City's* jurisdiction, is primarily constrained by intersection capacities and traffic signal operations. Capacity improvements at major intersections will be evaluated on a number of factors including pedestrian operations, *streetscape* and aesthetic impacts, property impacts, critical movement volume-to-capacity ratios, and widening requirements, transit operations, operations during off-peak hours, and availability of other routes. At some locations, such as Mixed Use Intensification Areas and *Employment Areas*, there is an increased tolerance for at-capacity conditions.

n) Street and road design standards will be reviewed in a comprehensive manner and updated in order to:

(i) consider all *modes* of travel;

(ii) consider people of all ages and abilities to support a safe and efficient transportation system; and

(iii) support *transit-supportive* land use.

o) Through *area-specific plans* and *development applications*, a grid-oriented street network *shall* be provided to create a continuous and highly permeable *active transportation network.* Interruptions to the grid network *may* be considered to accommodate constraints associated with the Natural Heritage System and/or *Cultural Heritage Resources*.

6.2.3 TRANSIT

6.2.3(1) OBJECTIVES

a) *To promote* the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging *transit-supportive* land use.

b) To develop the transit system as a part of a *multi-modal* network that supports the city's Urban Area, with a focus on the city's Primary, Secondary and Employment Growth Areas.

c) To implement *frequent transit corridors* as a priority component of the city-wide transit network, to support community connectivity, facilitate *intensification* and increase ridership in the city's growth areas.

d) To implement other local transit service, such as support corridors, with varying levels of service and geographic coverage across the city to support the needs of city residents, employees, employers and customers.

e) To co-ordinate transit service with other service in the Greater Toronto and Hamilton Area (GTHA) to achieve convenient and effective transit service integration with GO transit, VIA rail, Hamilton Street Rail (HSR), Oakville Transit and other neighbouring service providers.

f) To ensure that new *development* provides adequate on site connections to transit, such as pedestrian pathways that connect to the public right-of-way.

6.2.3(2) POLICIES

a) Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, identifies the long-term *frequent transit corridors* and candidate *frequent transit corridors* in the city, along with the city's transit support corridors, Primary, Secondary and Employment Growth Areas*, Mobility Hub Primary* and *Secondary Connectors*, the GO commuter rail line/Priority Transit Corridor, and the location of Mobility Hubs and Major Transit Stations.

Municipal transit services and facilities will be provided in accordance with Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The full transit network is not shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The most up-to-date Burlington Transit schedules and maps should be referred to for information on all routes.

b) Long range transit planning will support the city's *Intensification Areas* with long-term *frequent transit corridors* and priority will be placed on providing the highest level of transit service in the city's Primary, Secondary and Employment Growth Areas, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. Long range transit planning will be coordinated with Metrolinx and other transit agencies to ensure transit service integration within and across municipal boundaries.

c) Transit support corridors, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan, service lower density areas and *employment* uses and are intended to provide a basic level of service, such as peak service, connecting to the *frequent transit corridors*.

d) The *City* will undertake long range transit planning to inform any changes to the *frequent transit corridors,* candidate *frequent transit corridors* and transit support corridors identified on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan.

e) The city's transportation system and land use *development* are intended to increase transit *modal shares* in accordance with Halton Region's Transportation Master Plan, Active Transportation Master Plan and Transportation Demand Management measures.

f) The *City* will promote increased transit use through transit supportive densities, urban design measures and parking management measures to make *development* more accessible for transit users in Mixed Use Intensification Areas and *Employment Area*, as shown on Schedule B: Urban Structure, of this Plan.

g) Transit stations and facilities in the city *shall* be designed to provide comfortable and safe access between pedestrian, cycling, and transit *modes*.

h) In preparing long range transit plans, the *City* will consider the role of emerging and innovative technologies such as integrated mobility applications, autonomous vehicles and ride sharing, in delivering transit service.

i) The *City* will implement *frequent transit corridors* through a systems-based approach that considers the relationships among all components of the city-wide transit network, including both capital and operating requirements.

6.2.4 ACTIVE TRANSPORTATION

6.2.4(1) OBJECTIVES

a) To require *active transportation* as part of a *multi-modal* and inter-connected transportation system.

b) To develop and maintain a continuous on- street and off- street bikeway and trail system across the city, connecting to adjacent municipalities, for general commuting and *recreational* purposes.

c) To establish the interconnections of on-road/street bike routes, multi-use trails and paths throughout the city with other open space linkages.

d) To promote and support walking and cycling as viable and safe *mobility* options for commuting, *recreation* and other travel.

e) To continuously improve the pedestrian realm and cycling facilities through the design and implementation of *complete streets*.

f) To ensure that the design of *area-specific plans* and new subdivisions provides convenient *active transportation* access to schools, neighbourhood *recreational* facilities, shopping areas, *Employment Area* and existing or planned transit routes.

g) To require that new *development* provides adequate *active transportation* connections to a public-right-of-way.

h) To consider safety and all ages and abilities in the planning, design and implementation of *active transportation infrastructure*.

6.2.4(2) POLICIES

a) Municipal cycling facilities *shall* be provided in accordance with Schedule P: Long-Term Cycling Master Plan, of this Plan. This schedule identifies the long-term location of bicycle routes, lanes, priority streets, buffered bike lanes and multi-use paths and connections to adjacent communities, in the Urban Area. Halton Region's Active Transportation Master Plan also identifies cycling facilities in the Rural Area.

b) Schedule P: Long-Term Cycling Master Plan, of this Plan *shall* be updated periodically and these updates *shall* not require an amendment to the Plan provided the update is in keeping with a Council-approved Cycling Master Plan. In the event of a conflict between Schedule P: Long-Term Cycling Master Plan, of this Plan and the *City's* Cycling Master Plan, the up to date *City's* Cycling Master Plan or Halton Region's Active Transportation Master Plan *shall* prevail.

c) A periodic review of the *City's* Cycling Master Plan and cycling standards will be undertaken.

d) Municipal trail facilities *shall* be provided in accordance with Schedule Q: Trails Strategy, of this Plan. This schedule identifies the location of trail routes and connections to adjacent communities. The Regional Walking Network in Halton Region's Active Transportation Master Plan identifies walking *infrastructure* on Regional roads.

e) Schedule Q: Trails Strategy, of this Plan, *shall* be modified or updated periodically and these modifications or updates *shall* not require an amendment to the Plan provided the update is in keeping with a Council-approved Trails Strategy. In the event of a conflict between Schedule Q: Trails Strategy, of this Plan and the *City's* Trails Strategy document, the up to date Trails Strategy document or the Active Transportation Master Plan of Halton Region *shall* prevail.

f) The connection of bicycle routes, cycle tracks and multi-use paths and trails to *recreational* facilities and other *public service facilities* will be *encouraged.*

g) Pedestrian and cyclist safety and users of all ages and abilities *shall* be assessed in the design and *development* of the *active transportation* network.

h) The continued integration of cycling with transit *modes shall* be required through adequate and secure bicycle parking and related end-of-trip facilities.

i) The reconstruction, rehabilitation and resurfacing of existing streets and the construction of new streets *shall* include safe, convenient and accessible pedestrian facilities, such as sidewalks and/or multi-use paths.

j) Streets, sidewalks and walkways *shall* be designed to provide more direct *active transportation* access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed *development shall* be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

k) The *development* of *streetscapes* that are safe, convenient, accessible and attractive for pedestrians and cyclists *shall* be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, bike lanes, barriers to protect cyclists, illumination, locating retail and *service commercial* uses at street level to provide an active street front, *encouraging* building designs that provide shelter, and providing convenient and sheltered transit stops and bike parking, street furniture, shade *trees* and other amenities.

l) Safe, accessible and unobstructed connections *shall* be provided where trails and other *active transportation infrastructure* intersect with streets, roads and other public rights-of-way.

6.2.5 RAIL

6.2.5(1) OBJECTIVES

a) To integrate rail services with other transportation system components.

6.2.5(2) POLICIES

a) The seamless integration of rail passenger transportation services, such as GO Transit and Via Rail, with other transportation *modes shall* be planned for through *area-specific planning*.

b) The *development* of lands close to rail lines and rail spur line services will be *encouraged* for *employment* uses.

c) Noise and vibration-*sensitive land uses shall* generally be discouraged next to rail lines, or where appropriate, mitigated to the satisfaction of the *City*, Halton Region, Province and appropriate railway agency, as required.

d) The proponent of *land uses sensitive* to noise and vibration adjacent or in proximity to railway lines or railway 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:

(i) noise studies, if the *development* is within three hundred (300) m of the railway right-of-way or one thousand (1000) m of a railway yard;

(ii) vibration studies, if the *development* is within seventy-five (75) m of the railway right-of-way or a railway yard; and

(iii) air quality studies, if the *development* contains *sensitive land uses* and is within one thousand (1,000) m of a railway yard.

e) The proponent of any *development* adjacent to railways *shall* ensure that appropriate safety measures such as, but not limited to, setbacks, crash walls, berms and security fencing are provided to the satisfaction of the *City* in consultation with the appropriate railway agency to mitigate the *adverse effects* of their *development* on the railways.

f) The *City* will consult with the appropriate rail operator(s) to ensure that projected rail service and *infrastructure* improvements are identified, planned for and protected in any planning approvals.

g) The *development* of facilities for the transfer of goods between rail and truck *modes* will be *encourage*d at appropriate locations that mitigate *adverse effects* on *sensitive land uses*.

h) The assistance of Federal, Provincial and other agencies will be sought in identifying areas where existing rail lines create significant barriers to pedestrian and cycling access, or to the *development* of a continuous network of roads and streets. Once identified, these areas will be examined for possible improvements, including developing grade-separated crossings for automobiles, transit, pedestrians and bicycles.

6.2.6 AIR

6.2.6(1) OBJECTIVES

a) To integrate air services with other transportation system components.

b) To *encourage* the safe and convenient use and provision of air service.

6.2.6(2) POLICIES

a) **5260-5342 Bell School Line:** The operation of the Burlington Air Park located at 5260-5342 Bell School Line is recognized as an *existing use* providing air service to residents and businesses. Any expansions *shall* be subject to necessary studies, applicable municipal by-laws, and other legislation, regulations and public review, and *shall* have regard for the surrounding area.

6.2.7 PUBLIC RIGHT-OF-WAY ALLOWANCES

6.2.7(1) OBJECTIVES

a) To protect adequate public rights-of-way to meet future needs.

b) To maximize the use of existing rights-of-way through re-allocation of space instead of acquiring new rights-of-way and/or building new streets and roads.

6.2.7(2) POLICIES

a) Public right-of-way allowances are intended to identify and protect strategic land areas for public use which are necessary to accommodate the long-term

development of an efficient, safe, *sustainable* and attractive *multi-modal* transportation network.

b) Public right-of-way allowances *shall* be developed to address the *City's* transportation priorities and to address needs with regard to the following:

(i) pedestrians;

(ii) cyclists;

(iii) public transit (including associated facilities);

(iv) public accessibility;

(v) street landscaping and boulevards;

(vi) permanent street furniture;

(vii) vehicular traffic;

(viii) public on-street or lay-by parking; and

(ix) *infrastructure* and *utilities*.

c) Planned works within a public right-of-way *shall* build the elements of a *complete street*, as part of the final design and alignment of the public works.

d) The width of all public right-of-ways not identified in Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan *shall* be the actual width as it existed on the date of the registration of the plan of subdivision or, if a plan of subdivision does not exist, the most recent legal survey existing on the date of the approval of this Plan.

e) Public right-of-way allowance widths identified in Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan are approximate and *may* be increased to accommodate additional requirements associated with a planned public works project, such as a Municipal Class Environmental Assessment or Detailed Design. This *may* include, but are not limited to, noise walls, additional turning lanes at intersections, landscaped medians, elements required to address pedestrian, comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments.

f) Required public right-of-way allowance widths identified in Chapter 14, Table 2: Public Right-of-Way Widths, and daylight triangles identified in subsection 6.2.2(2) d) of this Plan *may* be reduced on a site-specific basis by the *City* in order to address one or more of the following site-specific circumstances:

(i) a public need arising from the design and alignment of a planned public works project;

(ii) accommodation of the existing or planned *streetscape* elements;

(iii) accommodation of the existing built form and buildings;

(iv) the presence of the Natural Heritage System or other *sensitive* environmental features;

(v) the presence of a *cultural heritage resource;* and/or

(vi) the presence or potential risk of environmental *contamination.*

Reductions to public right-of-way allowance widths will be considered only provided the *City's* objectives to achieve *complete streets* standards, including all mobility and transit needs, have been addressed.

g) Public right-of-way allowances identified in Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan *shall* be conveyed to the *City* as a condition of *development*, unless waived according to Subsection 6.2.7(2) f) of this Plan.

h) Where a public right-of-way has been transferred from another *public authority* to the ownership of the *City*, any existing public right-of-way allowances associated with the right-of-way *shall* be reviewed and, where necessary, modified to ensure the right-of-way allowance reflects the *City's* needs and are modified as necessary, to incorporate the elements of a *complete street* as identified in Subsection 6.2.7(2) b) of this Plan.

i) Where the *City* determines that a public right-of-way allowance widening is not required to be conveyed to the *City*, any required setbacks *may* be measured from the property line, rather than the edge of the deemed width of the allowance identified in Chapter 14, Table 2: Public Right-of-Way Widths, of this Plan. The Zoning By-law *shall* be updated to reflect this requirement.

j) A public right-of-way allowance conveyed to the *City may* be used on an interim basis in conjunction with an approved *development* located on a property from which an allowance is to be conveyed to the *City,* provided that:

(i) no permanent structures are located within the allowance area;

(ii) the allowance area does not contain an activity or function that is required to fulfill the approval or compliance of an existing or proposed *development* on the site from which the allowance is conveyed;

(iii) the planned public works, for which the allowance has been conveyed, are not imminent; and

(iv) the owner of the site from which the allowance is conveyed enters into all necessary and appropriate agreements, as determined by the *City.*

k) Upon receipt of a *development application,* the *City shall* confirm whether a public right-of-way is required, in accordance with the policies of this Plan.

6.2.8 GOODS MOVEMENT

6.2.8(1) OBJECTIVES

a) To support the reliable and efficient distribution of truck traffic and to facilitate goods movement to commercial and *Employment Areas* by heavy commercial vehicles.

b) To minimize the impact of goods movement on the overall transportation network.

6.2.8(2) POLICIES

a) Where appropriate, the *City* will identify goods movement routes.

b) Heavy truck traffic *may* be restricted to selected goods movement routes, as established by the *City*, to minimize the adverse impacts that this traffic will have on residential areas.

c) The *City* will ensure goods movement routes are as efficient for heavy truck traffic as possible, without compromising safety for pedestrians and other street users.

d) All uses that facilitate goods movement *should* have regard for Provincial Freight Supportive Guidelines.

e) Where heavy truck traffic occurs outside of any established goods movement routes, the heavy truck traffic *shall* have regard for pedestrians and cyclists, through such measures as not obstructing sidewalks and bicycle lanes, among other measures.

f) The design and location of buildings adjacent to goods movement routes *shall* consider means to mitigate any adverse impacts that truck and commercial traffic will have on the surrounding areas. For new *development,* the *City may* require loading facilities and activities to be located off the road and street rights-of-way through site plan review.

g) Where heavy truck traffic occurs outside of *Employment Areas*, the impacts on the pedestrian and cyclist environment *may* be mitigated, by developing wider sidewalks, and developing landscaping schemes to reduce noise and visual impacts within pedestrian areas to provide additional buffering. The adoption of such mitigation features *shall* require the consideration of the maintenance, safety, traffic operations and air quality implications of these measures.

h) The *City* will develop, where required, specific goods movement and delivery strategies for Mixed Use *Intensification Areas.*

6.2.9 MAJOR TRANSIT STATION AREA CONNECTORS

Major Transit Station Area (MTSA) connectors are streets and other supporting *active transportation* corridors that link each of the *MTSA*s both to one another and to key surrounding areas. These connectors have the potential to provide direct and convenient connections for all users, including pedestrians, cyclists, transit users and drivers.

MTSA connectors *shall* be developed over time to reflect their role according to policies within Subsection 8.1.2, Major Transit Station Areas, of this Plan, as well as with those applicable policies within the *City's* Transportation Master Plan.

MTSA connectors consist of *MTSA primary connectors, secondary connectors* and *tertiary connectors. MTSA primary and secondary connectors* are shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan.

6.2.9(1) OBJECTIVES

a) To ensure direct, convenient connections between *MTSAs* and other Mixed Use *Intensification Areas* for all users, including pedestrians, cyclists, transit users and private automobiles.

6.2.9(2) POLICIES

a) *MTSA primary and secondary connectors shall* be *complete streets* and take into consideration the policies contained in Subsection 6.2.7, Public Right-of-Way Allowances, and the relevant land use policies, of this Plan.

b) Enhanced levels of transit service and facilities such as *frequent transit corridors shall* be provided on *MTSA primary and secondary connectors.*

c) The *area-specific plan* for *MTSAs shall* evaluate the role of *mobility hub* connectors and provide recommendations on any works required along connectors to support individual hub objectives and to achieve *transit-supportive* land uses and improved design standards on MTSA *primary and secondary connectors.*

6.2.10 TRANSPORTATION DEMAND MANAGEMENT

6.2.10(1) OBJECTIVES

a) To manage transportation demand through the use of such means as transit, walking, cycling, carpooling, ride sharing, car sharing, bike sharing and the implementation of flexible working hours.

b) To support and enhance *sustainable* transportation choices and discourage single occupant vehicle trips.

c) To reduce traffic congestion, parking supply needs, and demand for parking spaces by *encouraging* non-automobile *modes* of travel.

6.2.10(2) POLICIES

a) *Transportation demand management (TDM)* promotes more efficient use of existing transportation *infrastructure*, reduces automobile use, and promotes increased transit use and *active transportation*.

(i) within Primary, Secondary and Employment Growth Areas as shown on Schedule B-1: Growth Framework, of this Plan, *development* proponents *shall* be required to submit a *TDM* Plan and implementation strategy for the *development*, subject to *City* approval, prior to occupancy. Minor *developments* such as small additions or small townhouse *developments may* be exempted from this requirement, subject to the satisfaction of the *City*;

(ii) Within other areas of the city, excluding Residential Low-Density areas, *development* proponents *may* be required to submit a *TDM* Plan and implementation strategy for the *development*, subject to *City* approval, prior to occupancy.

b) The *Transportation Demand Management (TDM)* Plan *shall:*

(i) be integrated with the required transportation impact study submitted to support the proposed *development*;

(ii) identify design and/or program elements to reduce single occupancy vehicle use;

(iii) identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and

(iv) identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation and ongoing management and operations of the *TDM* Plan and/or implementation strategy.

c) The *Transportation Demand Management (TDM)* Plan *shall* consider, but is not limited to, the following measures:

(i) secure, conveniently located, weather protected on-site bicycle storage facilities and associated amenities such as showers, change rooms and clothing lockers;

(ii) reserved, priority car-pool parking spaces;

(iii) carpooling and ridesharing programs;

(iv) bike-sharing and/or car-sharing programs;

(v) provision of Provincial, Regional or City Transit Passes to building occupants or residents;

(vi) measures that shift travel times from peak to off-*peak period*s;

(vii) enrollment with workplace TDM programs or similar (if applicable); and/or

(viii) other measures that reduce single occupancy vehicle trips.

d) The *City* will consider reduced parking requirements for *development* where a comprehensive *Transportation Demand Management (TDM)* Plan is submitted and implemented to the satisfaction of the *City.* The *City* will evaluate reduced parking standards through a city-wide parking study.

e) The *City* will *encourage* community-wide and area-specific *transportation demand management* programs, such as car share and bike share, to locate services in the city.

f) A co-ordinated approach will be *encouraged* in the *development*, implementation and monitoring of *transportation demand management (TDM)* measures.

g) The *City* will work with *development* proponents to provide all new building occupants with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.

6.3 UTILITIES

6.3.1 OBJECTIVES

a) To recognize and protect major *utility* corridors and other lands required for *utility* purposes.

b) To permit *compatible accessory* uses within *utility* lands and to ensure the *compatible* future use of abandoned or surplus *utility* lands.

c) To ensure that the design, construction and operation of *essential utility facilities* or expansions to existing facilities occur in a *compatible* manner and with a minimum of social and environmental impact.

d) *To encourage* early access and provision for a common *utility* trench to minimize disruption to municipal property and rights-of-way.

e) To promote co-ordinated public and private *utility* planning and *infrastructure* design.

f) To promote the development of *alternative energy systems* and district energy systems, resulting in a thermal grid to provide heating and/or cooling of buildings.

g) To ensure consultation with infrastructure and/or utility providers to ensure that *development* in close proximity to infrastructure and/or utility corridors or facilities is safe.

6.3.2 POLICIES

a) Where *utilities* are permitted by this Plan, *utility* companies *shall* consult with the *City* and the public regarding the location and construction of proposed facilities.

b) The *City* will *encourage* consultation with all *utility* providers prior to the submission of a *development application* within close proximity to *utility* corridors or facilities.

c) Setbacks for buildings and excavations in proximity to *utility* corridors or facilities *shall* be specified by the *City* based on consultation with the appropriate *utility*. In some unique situations, modifications *may* be allowed, subject to land use compatibility assessment.

d) All public and private *utilities*, approved for installation by the *City shall* be planned for and installed on an integrated basis in order that joint trench(es) and concurrent installations be utilized.

e) The design of public and private *utilities shall* be required early in the *development* approval process in order to minimize disruption to the community.

f) In order to reduce *streetscape* clutter where feasible, the *City* will *encourage* that public and private above ground *infrastructure* be integrated, grouped or combined at the time of *development* and at the cost of the proponent.

g) The Downtown Urban Centre and *Mobility Hubs* will be considered special areas where all existing and proposed overhead *utilities should* be buried, where feasible.

h) Telecommunications *utilities shall* be installed as per *City*-approved telecommunication policies. These policies *may* be amended from time to time in consultation with the telecommunications industry.

i) Renewable energy projects that are subject to a Provincial approval process *shall* be reviewed in accordance with the City of Burlington's Renewable Energy Protocol and guidelines prepared by Halton Region.

j) The proponents of proposals for new or expanded utility systems, including District Energy Systems, *shall* obtain Environmental Compliance approvals from the Province, where applicable; Pipeline rights-of-way will be identified in the City's Zoning By-law.

k) TransCanada PipeLines Limited operates one high pressure natural gas pipeline within its right-of-way which crosses the city. New *development* can result in an increase in population density that may result in TransCanada being required to replace its pipeline to comply with CSA Code Z662. Therefore:

   (i) any *development* proposals within two hundred (200) m of its facilities shall require early consultation with TransCanada. Further:

      a. no permanent building or structure *may* be located within seven (7) m of the pipeline right-of-way; and

      b. *accessory* structures *shall* have a minimum setback of three (3) m from the limit of the right-of-way.

   (ii) approval is required for activities on or within thirty (30) m of the pipeline centre line.

l) In the Urban Area, other uses that *may* be permitted within *utility* lands include, but *shall* not be limited to, *non-intensive recreation uses,* bicycle and pedestrian path systems and multi-use trails, playing fields, parking lots, private rights-of-way and driveways, *agricultural uses*, *golf course*s and driving ranges, miniature golf, *community gardens*, the cultivation and

storage of nursery stock for *horticultural trade uses* and garden centres, indoor and outdoor storage, and private services and *utilities.* These uses *may* be permitted on lands zoned for transportation, *utility* or communication purposes in consultation with the affected transportation, *utility* or communications provider*,* where such uses are *compatible* with the primary *utility* function of these lands and are *compatible* with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands. Technical approvals *shall* be obtained from the *utility* corridor owner and agreements *may* be required to permit *accessory* uses.

m) With the exception of private rights-of-way and driveways, the uses that *may* be permitted under Subsection 6.3.2 k) of this Plan *may* require an amendment to the Zoning By-law.

n) Abandoned or surplus *utility* lands in the Urban Area will be encouraged for reuse for the purpose of providing public open space, access or *recreational* uses*.*

o) Where abandoned or surplus *utility* lands are not required for public uses, the *City may* consider applications for rezoning. Evaluation of applications *shall* consider whether the proposed use is *compatible* with existing and proposed uses on nearby lands, and consistent with the policies of this Plan. The City will promote the *use of* district energy systems and *alternative energy systems* through the use of various tools including, but not limited to: *the* Community Energy Plan, a*rea-specific* p*lanning an*d the Sustainable Building and Development Guidelines.

6.4 PHASING OF INFRASTRUCTURE TO SUPPORT DEVELOPMENT

The *City's* land use vision must be phased and planned in a manner that optimizes the use of existing *and new infrastructure* to support growth in a compact, efficient form. Through any investment or plan the long-term financial *sustainability* of the *City* and the Region of Halton must be ensured. Priorities must be set clearly in policy, and tools for implementing the land use vision will be guided by the policies of this Plan.

6.4.1 OBJECTIVES

a) To provide new, and invest in existing, urban municipal *infrastructure, utilities* and *public service facilities* in conjunction with the Region of Halton only within the Urban Area, unless otherwise permitted by specific policies of this Plan.

b) To ensure that investments in new and existing *infrastructure, utilities* and *public service facilities* are made strategically to support the land use vision and Urban Structure established in this Plan.

c) To recognize that investments in new and existing *infrastructure, utilities* and *public service facilities* must be made in a way that supports compact, efficient *development* and that considers the long-term financial *sustainability* of the *City,* Region, and service providers.

d) To communicate priority for *infrastructure* investment and to consider these priorities in relevant processes including, but not limited to, the Regional Official Plan, Regional Water and Wastewater Master Planning, Development Charges Background Studies, capital budgets and the *City's* Long Term Asset Management Plan.

6.4.2 POLICIES

a) The Urban Structure, the Growth Framework and the land use designations of this Plan will communicate the vision for growth for the city.

b) Through the development of this Plan, the completion of *area-specific plans* and the development of any *intensification* strategies, the *City* will, in co-ordination with Halton Region and other service and *utility* providers, clarify long term *employment* and population growth targets and to establish phasing priorities to describe how investment in existing and new *infrastructure* and *public service facilities* will be made to support the vision for the Primary Growth Areas.

c) The *City* will consider the role of a*rea-specific planning* in supporting future growth, beyond the planning horizon of this Plan, within the Secondary Growth Areas.

d) The *City* will work collaboratively with Region of Halton and other service and *utility* providers to develop plans to support timely, *sustainable* investment of *infrastructure*, *utilities* and services to support *intensification* in the *City*.

e) The *City* will support the development of new tools that acknowledge the challenge that *intensification* growth poses in terms of committing to and developing the appropriate *infrastructure* to support growth.

6.5 FINANCIAL SUSTAINABILITY

The *City's* financial *sustainability* is integral to the successful implementation of this Plan and the ability to achieve the *City's* long-term vision.

Within the context of a built-out, two-tier municipality, the *City* will recognize the need to consider the net financial impact of all decisions on the *City*, particularly with respect to major *development applications*.

The city will develop in a manner which ensures that it has the financial capacity to provide and maintain *infrastructure* and *public service facilities* that meet the needs of Burlington's residents and businesses over the long term.

The impact of major *developments* and initiatives on the *City's* and Region's capital budgets and over the long term will also be considered.

The following objectives and policies are intended to provide a co-ordinated approach towards the long-term financial *sustainability* and prosperity of the city.

6.5.1 OBJECTIVES

a) To ensure that revenue generated from *development* is reflective of the *City's* costs for providing new and upgraded *infrastructure* and *public service facilities* now and in the future.

b) To ensure the *City* promotes new growth opportunities and operates in a cost-effective manner to promote the *City's* financial *sustainability* over time.

c) To ensure that new *development* utilizes existing *infrastructure* and *public service facilities* capacity, where possible.

d) To recognize, as a built-out municipality, the importance of remaining competitive at attracting new *development.*

e) To ensure the city develops as a *complete community* with a diversified mix of land uses in order to develop a diversified economy and tax base.

f) To ensure that the financial impact of major *development applications,* re-designations and other initiatives are analyzed, where appropriate.

6.5.2 POLICIES

a) Growth-related costs *shall* only be incurred for the purposes of accommodating new *developments* which are in conformity with the policies of this Plan and the Regional Official Plan.

b) *City* development charges *shall* be established at a rate which is reflective of the growth-related capital costs as permitted by legislation.

c) The *City* will negotiate development charges from other municipalities, where appropriate, for the provision of connected *infrastructure*.

d) The *City* will engage with the Region of Halton and other levels of government to ensure the *City* has a *sustainable* funding model now and in the future.

e) The *City* will promote new growth opportunities and remain competitive at attracting new *development* to the city by exploring innovative financial and economic development tools available to a lower-tier municipality which *may* include, but are not limited to:

(i) area-specific *development* charges;

(ii) Community Improvement Plans;

(iii) public/private *infrastructure* agreements, including front-ending agreements;

(iv) *City*-initiated land *development*; and/or

(v) *City*-initiated Official Plan and/or Zoning By-Law amendments.

f) *Developments* which optimize the *City's* capital and operating costs for *City infrastructure* and *public service facilities* while maintaining acceptable levels of service will be *encouraged*.

g) To the extent that land is available within the Urban Area, the *City* will provide adequate opportunities for new *development,* consistent with the policies of this Plan, in a timely and efficient manner.

h) The *City* will assess proposed land uses within a mixed use *development* to ensure that the *development* achieves an optimal mix of uses that will contribute towards a diversified economy over the long-term.

i) A Financial Impact Study *may* be required for, and considered in the evaluation of, a *City*-initiated *area-specific plan* or a major *development application* which meet one or more of the following criteria, in order to understand potential financial impacts on the *City:*

(i) the land area affected is greater than ten (10) ha;

(ii) the amount of retail floor space is greater than fifty thousand (50,000) sq. m;

(iii) the number of dwelling units is greater than five hundred (500);

(iv) the conversion of land within *Employment Areas*, as identified on Schedule B: Urban Structure of this Plan;

(v) an expansion to the Urban Boundary; or

(vi) any other *development* or initiative which is deemed to have a potential impact on the *City's* financial *sustainability,* as determined by the *City*.

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DESIGN EXCELLENCE

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DESIGN EXCELLENCE

The practice of urban design involves the arrangement and design of buildings, public spaces, *mode*s of transportation, services and amenities at various scales, ranging from city-wide to neighbourhood and street level. It is about facilitating connections between people and places, movement and urban form, and nature and buildings, while being responsible and sensitive to the surrounding area.

Urban design also has a significant role in promoting a sense of place and community. It can activate interest and invite people to share a collective vision for the future of places where people will want to live, work, visit and enjoy. As *intensification* becomes more prominent in urban life in Burlington, design takes on a more important feature in the creation of attractive, comfortable, *sustainable* and socially-active places that will contribute to people's health, happiness, well-being and sense of belonging. It is important that residents actively engage in the planning and design of new places as Burlington intensifies.

The policies of this chapter relate to the design of the city's future and existing communities, *public realm*, and buildings. They emphasize land use compatibility, a high quality built environment, and innovative design in public projects and private *developments*. A high standard of design and more attention to the relationships between the public and private realms in the *development* of communities, buildings, streets, urban parks and open spaces are expected.

7.1 GENERAL

7.1.1 OBJECTIVES

a) To ensure that the design of the built environment integrates with its natural setting, preserves, enhances and connects the Natural Heritage System, and contributes to environmental *sustainability.*

b) To ensure that the design of the built environment protects and *conserves cultural heritage resources.*

c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the *physical character* of established neighbourhoods.

d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

e) To create safe, vibrant, socially active places that people are drawn to.

f) To achieve a high quality of design within the *public realm*.

g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.

h) To ensure *compatibility* and quality in the built environment while allowing for diverse design expression.

i) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.

j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

k) To work with senior orders of government, *public authorities* and public *utilities*, and the *development* community in the implementation of the design objectives and policies contained in this Plan.

l) To include the diverse opinions of the community in achieving design excellence.

m) To promote *sustainable* site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

(i) increase *active transportation* and transit use;

(ii) contribute to an enhanced *natural environment* and *public realm;*

(iii) improve water quality and drainage;

(iv) implement effective waste and resource management;

(v) reduce waste, energy and water consumption; and

(vi) enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.

7.1.2 POLICIES

a) The design policies contained in this section *shall* be considered in the review and approval of all *infrastructure* projects, *public realm* improvements and *development applications*, in balance with other applicable policies contained in this Plan. Notwithstanding the above, the Region of Halton is responsible for the planning, design construction, maintenance and operation of the Regional road network in accordance with the Regional Official Plan.

b) The policies of this Chapter *shall* be implemented through the *development application* process and the comprehensive Zoning By-law.

c) Applicable *development* engineering standards, design standards and design manuals *shall* assist in achieving the *City's* design objectives. Their use *shall*

be required in the design and construction of new buildings, facilities and open spaces as well as the retrofit, alteration or addition to existing buildings, facilities and open spaces.

d) *Design guidelines may* be developed for certain types of building forms, land uses, City *streetscapes*, streets and roads or specific areas in the city. Council-approved *design guidelines* will be utilized in the review and evaluation of *development applications* or *City*-initiated projects. A list of Council-approved *design guidelines* is included for reference purposes in Appendix B: Council-approved Design Guidelines, of this Plan.

e) *Development* proponents *may* be required to prepare and implement an *urban design brief* to the satisfaction of the *City,* prepared by a *qualified person,* that demonstrates how the proposed *development* meets the policies of this Plan and addresses the relevant *design guidelines*.

f) An Urban Design Advisory Panel will be established by the *City* to provide independent, objective and professional advice on issues of design that affect the *public realm*, architecture, context sensitivity and *sustainability.* Membership and review rules and procedures will be set out in Terms of Reference established by the *City.*

g) An Urban Design Award Program will be established by the *City* to encourage creativity and celebrate design excellence in the city. Membership, rules and procedures will be set out in Terms of Reference established by the *City.*

7.2 THE PUBLIC REALM

Beautiful, functional, safe and accessible streets, parks, open spaces and public facilities draw people together and provide a setting for daily interactions, community events and activities that are part of a unique experience for all community members. To do so requires both attention to design in the creation of a remarkable *public realm,* and enhancement of the connectivity, *sustainability* and aesthetics of *streetscapes* throughout the city.

a) The design of the *public realm shall* address considerations such as, but not limited to, the following:

(i) improving the quality of public spaces as community destinations and public gathering places through the design of *public realm* facilities, such as public squares, parkettes or promenades;

(ii) providing appropriate and consistent treatments for *streetscape* elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;

(iii) improving the quality and convenience of *active transportation*;

(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;

(v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;

(vi) designing *public realm* facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of *Universal Design*;

(vii) improving *multi-modal* transportation and public space needs in the design of streets and roads;

(viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct *active transportation* access to transit facilities;

(ix) enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;

(x) creating, maintaining and enhancing public views and vistas of significant natural and built features;

(xi) connecting natural areas with existing parks, open spaces, pedestrian trails and bicycle routes, where appropriate;

(xii) introducing or improving links where existing public areas are inadequately connected;

(xiii) identifying opportunities for the placement of public art;

(xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and

(xv) designing safe, reliable and cost-effective *infrastructure* and minimizing their visual impact.

7.3 URBAN DESIGN AND BUILT FORM

Buildings through their design and placement help enhance the *physical character* of an area and the sense of belonging in the community. Their built form characteristics, siting, access, servicing and parking arrangements, can positively contribute to the success of the *public realm* as each building, collectively with other buildings in an area, can complement and enhance its site and context, within the street, the block or the neighbourhood.

7.3.1 NEW COMMUNITIES

a) In new communities, including within the city's *Designated Greenfield* areas and the MTSA Special Planning Areas, the appropriate *public realm* and built form and the urban design objectives and implementing tools *shall* be determined through a co-ordinated *area-specific planning* exercise. The design of new communities *shall* serve to create and promote a new distinct character within Burlington as a result of an *area-specific plan*.

b) New community design *should* contain *compact built forms* of *development* that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of *complete communities* with high-quality *public realm* elements and *encourage* increased use of public transit.

7.3.2 EXISTING COMMUNITY AREAS

a) In areas identified on Schedule B-1: Growth Framework, and subject to the policies of Subsection 2.4 of this Plan, *development shall* address considerations such as, but not limited to, the following:

(i) ensuring site and building design are *compatible* with the surrounding area and considering how it contributes to maintaining and enhancing the *physical character* of the surrounding area;

(ii) providing appropriate built form transition in *scale* between buildings, the *public realm* and abutting *development*, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

(iii) providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;

(iv) providing pedestrian comfort and *human scale* at the street level reflecting the established and planned *streetscape* to frame the *public*

realm, through a variety of design methods including the use of a *podium* in *mid-rise* and *tall buildings;*

(v) providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;

(vi) providing façade articulation that achieves a *scale* of *development* which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;

(vii) designing and orienting *development* in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the *public realm* and pedestrian environment and provide definition at these locations;

(viii) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the *streetscape,* neighbouring properties, parks and open spaces and natural areas;

(ix) taking into account the visual effect of varying topography and existing and proposed vegetation;

(x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;

(xi) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;

(xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of *Universal Design*;

(xiii) considering *cultural heritage resources* and natural features;

(xiv) creating, maintaining and enhancing public views and vistas of significant natural and built features; and

(xv) considering the adaptive reuse of buildings through innovative design.

7.3.2(1) PRIMARY AND SECONDARY GROWTH AREAS

a) In Primary and Secondary Growth Areas**,** as shown on Schedule B-1: Growth Framework, of this Plan, *development shall* promote a *transit- supportive* and

pedestrian-oriented environment and ensure *compatibility* with adjacent land uses, particularly Established Neighbourhood Areas.

(i) The design of *development* in Primary and Secondary Growth Areas *shall* address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a. locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

b. providing appropriate transitions to adjacent land uses, particularly residential uses;

c. massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-*scale* environment;

d. locating building *primary public entrances* for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

e. including direct pedestrian access, including barrier free access from grade level, to the *primary public entrances* located on the building façade;

f. screening or integrating roof top mechanical equipment within the overall composition of the building;

g. creating an attractive and connected interface between the private and the *public realms*;

h. creating a continuous *streetscape* with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and

i. providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

(ii) *development* in Primary and Secondary Growth Areas *should* locate and organize parking, access and service areas to minimize their impact on surrounding properties and the *public realm*. The design of vehicle parking, access and service areas *shall* address considerations such as, but not limited to, the following:

a. locating off-street parking in the side and/or rear yards, in

underground or structured parking where appropriate, away from the street edge and adjacent residential uses;

b. integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

c. limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;

d. screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

e. locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

f. incorporating landscaped islands and pedestrian walkways; and

g. incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the *development*.

7.3.2(2) ESTABLISHED NEIGHBOURHOOD AREAS

a) In Established Neighbourhood Areas, as shown on Schedule B-1: Growth Framework, of this Plan, *development should* be designed to enhance the existing *physical character* of the surrounding area within which it is situated.

(i) the design of *development* in Established Neighbourhood Areas *shall* address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a. the local pattern of *lots;*

b. the building typologies of nearby residential properties;

c. the heights and *scale* of nearby residential properties;

d. the setback of buildings from the street;

e. the pattern of rear and side-yard setbacks; and

f. in the case of *Neighbourhood Character Areas*, the policies of Subsection 8.3.6 of this Plan.

7.3.2(3) EMPLOYMENT GROWTH AREAS

a) In Employment Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, the design of *development shall* address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

(i) allowing for a variety of *lot* sizes and building sizes to accommodate a wide range of *employment* uses, subject to the policies of this Plan;

(ii) maximizing the placement of buildings along the frontage of *lots* facing public streets;

(iii) locating off-street parking away from adjacent *sensitive land uses*;

(iv) limiting the number and location of vehicular access points to minimize disruption to traffic flows and the impact on pedestrian travel along sidewalks or cyclists' travel along bikeways;

(v) locating loading areas to avoid conflict between pedestrian and vehicular traffic away from adjacent residential areas and adjoining streets;

(vi) incorporating fencing and/or screening of outdoor storage areas;

(vii) providing safe and convenient access to buildings for pedestrians, cyclists and transit users;

(viii) screening and landscaping off-street parking areas, loading areas and site service areas; and

(ix) in Business Corridor lands:

a. providing enhanced architectural quality and design elements for buildings and frontage landscaping, given the prestige nature of the land, to take advantage of the highway exposure; and

b. using architectural elements to integrate exposed industrial systems and equipment, where appropriate.

7.3.3 SPECIFIC USE POLICIES

a) To ensure safety and accessibility, the design of *accessory drive-throughs*, where permitted, *shall* address specific functionality, *compatibility* and urban design considerations such as, but not limited to:

(i) safe, efficient and comfortable movement of pedestrians and cyclists;

(ii) sufficient dedicated vehicle queuing areas;

(iii) sufficient separation distances between an *accessory drive-through* and a site access/egress area shared with a private or public roadway;

(iv) sufficient horizontal and/or vertical separation distances, with respect to mitigating adverse effects between an *accessory drive-through* and current or future *sensitive land uses*, including residential uses, where identified as a permitted use on the subject site or adjacent sites through this Plan;

(v) associated buildings and facilities that incorporate urban design that is *compatible* with the surrounding context or area;

(vi) enhanced *streetscape* with buildings and storefronts oriented to the street; and

(vii) locating the *accessory drive-through* in the side or rear of the building containing the principal use.

7.4 SUSTAINABLE DESIGN

Sustainable building and *development* uses an integrated design approach to balance environmental, economic and social considerations in the design, construction and operation of buildings and sites. *Sustainable* design helps to reduce *infrastructure* costs and demands, environmental impacts, greenhouse gas emissions and long term building operating costs, and contributes to the *City's* goal of being a prosperous, livable and *healthy community.* The *City* will promote *sustainable* design approaches through the implementation of the Sustainable Building and Development Guidelines.

7.4.1 POLICIES

a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial, *industrial, office*, *institutional* and *public service facilities shall* address the following *sustainable* design measures:

(i) measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the *public realm* to facilitate pedestrian use;

(ii) safe and direct on-site connections to public transit where available;

(iii) on-site bicycle facilities;

(iv) measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;

(v) parking lot design and landscaping to minimize the *urban heat island effect*;

(vi) *tree* protection measures and planting of non-invasive *trees* and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;

(vii) storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;

(viii) identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;

(ix) a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements; and

(x) bird-friendly design measures for buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.

b) Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be *encouraged* to consider *sustainable* design considerations such as, but not limited to:

(i) energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;

(ii) potable water conservation;

(iii) innovative storm water management techniques such as *Low Impact Development* measures;

(iv) additional *sustainable* transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;

(v) *sustainable* building materials and resources;

(vi) indoor environmental and air quality;

(vii) additional measures to mitigate the *urban heat island effect*;

(viii) maintenance, monitoring and communication of *sustainable* building features; and

(ix) other innovative *sustainable* design approaches or technologies.

c) The Sustainable Building and Development Guidelines provide detailed direction for the implementation of the policies in this section. A *development application shall* be deemed to have met the policies in Subsections 7.4.1 a) and b) of this Plan, if it meets the requirements of the Sustainable Building and Development Guidelines adopted by the *City*.

d) The *City* will consider the provision of non-financial incentives, such as an urban design award, as part of the implementation of Subsection 7.4.1 b) of this Plan, to *encourage* the voluntary components of the Sustainable Building and Development Guidelines.

e) The *City* will consider the provision of financial incentives as part of the implementation of Subsection 7.4.1 b) of this Plan, to *encourage* the voluntary components of the Sustainable Building and Development Guidelines, through tools including, but not limited to, *Community Improvement Plans.*

f) The Sustainable Building and Development Guidelines *may* be reviewed and revised periodically without the need for an amendment to this Plan, to respond to innovation and regulatory changes.

g) Building layout *shall* be reviewed for accommodating waste management and waste reduction activities for the use(s) that will be located in the building, in accordance with the Region of Halton's Solid Waste guidelines.

h) Proponents of major *development shall* have regard for Region of Halton Healthy Communities Guidelines.

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LAND USE POLICIES – URBAN AREA

This chapter of the Plan contains the objectives and policies for the Urban Structure elements identified on Schedule B: Urban Structure, of this Plan, and more specifically for the land use designations identified on Schedule C: Land Use - Urban Area, Schedule D: Land Use – Downtown Urban Centre, and Schedule E: Land Use – Uptown Urban Centre of this Plan. The objectives and policies for each land use designation are to be read in conjunction with the objectives and policies in other parts of the Plan.

For lands in the *Major Transit Station Area (MTSA)* Special Planning Areas and the Urban Growth Centre, identified on Schedule B, of this Plan, the objectives and policies for each land use designation in this part of the Plan, should be read in conjunction with the objectives and policies in Chapter 8.

8.1 MIXED USE INTENSIFICATION AREAS

The Mixed Use Intensification Areas are existing mixed use and existing commercial areas.

Lands identified as Mixed Use *Intensification Areas* on Schedule B: Urban Structure, of this Plan, are divided into Urban Centres, MTSA Special Planning Areas, and Mixed Use Nodes and Intensification Corridors. These areas will achieve a multitude of planning objectives by combining a broad range of *employment*, shopping, *public service facilities*, residential and complementary uses such as open space, *institutional,* and *cultural uses*. People will be able to live, work, and shop in the same area, giving them an opportunity to depend less on their automobiles, and create distinguishable places along transit routes that are animated, attractive and safe.

The policies of Chapter 8 provide land use designations for the Downtown Urban Centre and Uptown Urban Centre as well as for the hierarchy of Mixed Use Nodes and Intensification Corridors.

Each land use designation establishes objectives and policies which distinguish their role within the Mixed Use Nodes and *Intensification Corridors.* Each will accommodate a wide range of uses, or in the case of employment designations, a limited range of uses. The policies place an emphasis on built form and urban design to guide *development* which is *compatible* with the surrounding area and retains the essential commercial function in support of *complete communities.*

The policies of Chapter 8 related to *Major Transit Station Areas (MTSAs)* do not provide land use designations, rather this section is intended to provide direction for *development applications* which precede the completion of the *area-specific plans* for each *MTSA.*

8.1.1 URBAN CENTRES

The lands identified as "Urban Centre" are intended to serve as city-wide destinations and a focus for the provision of transit and will exhibit a wide variety of land uses, building types and densities designed and oriented to support and facilitate transit and *active transportation.*

Urban Centres will contain distinct and identifiable areas that together form a unique and distinctive neighbourhood. The design and *development* of Urban Centres provide opportunities to create and/or maintain a special community identity and a primary focal point for a wide variety of *employment*, residential, shopping, leisure and educational opportunities. Urban Centres will provide amenities and services closer to where people live or work, with the objective of creating *complete communities.*

Urban Centres will intensify and accommodate a significant portion of the demand for higher *intensity employment*, commercial and residential *development* within the city.

The Downtown and Uptown are identified as the city's two Urban Centres.

8.1.1(1) GENERAL OBJECTIVES

a) To provide locations in the city that will serve as areas for higher *intensity* mixed use *development,* consisting of residential, retail, *service commercial*, *office*, *employment*, hotel, *entertainment, public service facilities and institutional uses,* and open space uses.

b) To *encourage* higher *intensity*, transit-supportive and pedestrian-oriented *development* within Urban Centres while ensuring that *compatibility* with the surrounding area is achieved.

c) To permit mixed use *developments* on individual sites where residential, retail, *service commercial*, *office* and other uses are located, or on different sites where residential, retail, *service commercial*, *office* and other uses are located next to one another, depending on context and land use *compatibility* considerations, and subject to the underlying land use designation.

d) To ensure Urban Centres are developed in a *compact built form.*

e) To ensure that *development* in Urban Centres is *compatible* with the surrounding area.

f) To encourage the accommodation of a diverse range of household sizes and incomes in Urban Centres.

g) To create an open space system incorporating both public and private lands and which provides linkages to adjacent major open space areas.

h) To ensure *development* in Urban Centres establishes a high quality *public realm* featuring public squares, parks and public art.

i) To promote a more diversified and integrated *multi-modal* transportation system in Urban Centres.

j) To ensure Urban Centres are highly accessible by transit.

8.1.1(2) GENERAL POLICIES

a) Urban Centres identified on Schedule B: Urban Structure, of this Plan, *shall* be designated as the Downtown Urban Centre and the Uptown Urban Centre on Schedule C: Land Use - Urban Area, of this Plan.

b) The design and *development* of Urban Centres *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*.

c) The design and *development* of Urban Centres *shall* ensure *compatibility* between the Urban Centre uses and surrounding areas.

d) The construction and expansion of municipal *infrastructure* and *public service facilities shall* provide for the *development* of Urban Centres in an orderly and cost effective fashion.

e) Urban Centres will be priority locations for the following, not limited to:

(i) land assembly;

(ii) *infrastructure* and *public service facilities* improvements;

(iii) creation and application of financial, regulatory and other incentives;

(iv) new *public service facilities*;

(v) creation and application of *brownfield* and *greyfield development* strategies;

(vi) preparation of comprehensive traffic, *transportation demand management* and parking studies and strategies; and

(vii) *frequent transit corridors*.

f) Zoning By-law regulations affecting Urban Centres *shall* be based on the general policies for Urban Centres contained in Subsection 8.1.1(2) of this Plan, and the specific policies for individual Urban Centres, contained in Subsections 8.1.1(3) and 8.1.1(4) of this Plan, or the policies contained in an *area-specific plan*.

g) Multi-unit residential *developments* in Urban Centres *should* incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

h) *Home occupations* and *cottage industries may* be permitted in Urban Centres, subject to the policies of Subsection 8.3.7 of this Plan.

i) *Transportation demand management (TDM)* measures *shall* be addressed, and form part of the *City's* evaluation of opportunities for reduced parking standards in proposed *developments* within Primary Growth Areas in Urban Centres, subject to the policies of Subsection 6.2.10 of this Plan.

j) The *City* will ensure that an appropriate amount of open space is provided in Urban Centres.

k) Urban Centres *shall* be served by *frequent transit corridors*.

l) In Urban Centres, *development* proponents considering the *development* of a site that contains an existing food store *should* retain the food store function as part of the overall *development,* to ensure the appropriate provision of day-to-day and weekly needs to current and future residents and employees in the surrounding area.

8.1.1(3) DOWNTOWN URBAN CENTRE

The Downtown Urban Centre is a lively, vibrant "people place", with a wide variety of *employment*, shopping, leisure, residential, recreational and tourism opportunities. It is the city's centre for *cultural* facilities, public gatherings, festive and civic occasions, and social interaction. A large portion of the Downtown Urban Centre is within the Urban Growth Centre boundary; an area referred to in the Provincial Growth Plan as an area that *shall* accommodate significant population and employment growth. The Downtown Urban Growth Centre will be a focal area for investment in regional *public service facilities,* such as the hospital, as well as commercial, recreational, cultural and *entertainment uses* and will serve as a high-density major *employment* centre.

The Downtown will continue to be an area where specialty retail, community retail, *entertainment*, *cultural*, *public service facilities* and *institutional* facilities, and *offices*, as well as residential uses, *shall* be developed. The Downtown will continue to develop as the city's primary centre, taking advantage of the unique qualities that set it apart from all other areas of the city and that contribute to its distinct identity. These qualities include distinct precinct areas, the waterfront location and related activities, historic buildings, *streetscapes* and *development* pattern, views and vistas, *cultural* activities, pedestrian orientation, and recognition of the Downtown as a centre of business and civic activity.

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 *transit-supportive* built form that contributes to a vibrant, walkable and cycling-friendly *complete community*.

New *development* will maintain and enhance the Downtown's image as an enjoyable, safe, walkable and cycling-friendly place, and complement the pedestrian activity of the area. New *development* will also be *compatible* with the *physical character* within each precinct and designation and provide a *compatible* transition to adjacent *low-rise* neighbourhoods.

The Downtown is identified generally in the Region of Halton's Official Plan as a *major transit station area*.

The Downtown Burlington bus terminal functions as an intercity bus transfer point. Because it is a bus depot in an urban core or downtown, it was classified as a major transit station. However, 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. The Downtown Burlington bus terminal is not located on a Priority Transit Corridor as defined by the Provincial Growth Plan nor is it supported by *higher order transit*, nor by *frequent transit* within a dedicated right of way.

The residents and jobs associated with *development* in the Downtown Burlington major transit station area 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 Provincial Growth Plan. Given the limited function of the Downtown Bus Terminal, the major transit station area is not expected to be a significant driver for intensification beyond that which is required by the Downtown UGC.

Although the Downtown Urban Growth Centre is an intensification area, not all sites within the Urban Growth Centre will develop or redevelop to the same extent. The amount of height and density on any site depends on the site's location and context within the Downtown as set out in each precinct.

The City is committed to ensuring the ongoing success of Downtown by implementing the Core Commitment: Downtown Vision and Action Plan, as amended. This document is a strategic action plan for the Downtown which sets out a collective vision, principles and planned actions for the Downtown that go beyond the policies contained in this Plan.

8.1.1(3.1) GENERAL OBJECTIVES

a) To establish the Downtown as a major centre for office, retail, *service commercial*, residential, culture, and *public service facilities, including* educational and *institutional uses* that contribute towards the Downtown's role as a unique destination and important source of identity for the city, consistent with Chapter 5: Economic Activity, of this Plan.

b) To establish minimum density targets for the Urban Growth Centre contained within the Downtown in terms of residents and jobs, in accordance with the Provincial Growth Plan.

c) To establish a precinct system that recognizes areas with distinct character and sets policies for differences in land uses, height and built form, informed by historical *development* patterns and the planned function of each precinct.

d) To ensure *development* incorporates effective transitions with adjacent *development* and surrounding areas.

e) To maintain and where feasible enhance view corridors along public streets to Lake Ontario, the Brant Street Pier, City Hall/Civic Square and other landmarks.

f) To provide space for retail and *service commercial* activities that serve the general needs of Downtown residents and employees as well as specialized functions for the entire city.

g) To ensure that residents, employees and visitors of the Downtown have access to a range of public parks and open spaces including parkettes, urban plazas, playgrounds, promenades, trails and Privately-Owned Publicly Accessible Spaces (POPS) that allow for both passive and active recreational and social activities.

h) To recognize the Lake Ontario waterfront as a major asset and local and regional destination within the Downtown for recreational, *cultural* and leisure activities.

i) To expand public access to parks, open spaces and the Lake Ontario waterfront within the Downtown, where possible.

j) To *conserve cultural heritage resources* and maintain character defining areas significant to the Downtown and the city.

k) To provide a continuous, harmonious, safe, active and attractive pedestrian-oriented environment along Retail Main Streets.

l) To enhance Downtown *streetscapes* with street trees and other greenery/landscaping where appropriate.

m) To achieve urban design and architectural excellence in new developments.

n) To retain and expand *cultural resources* including public art.

o) To permit building heights and *intensities* that support the designation of the Downtown as an Urban Growth Centre while protecting the predominant low-rise character of Brant Street and providing a transition to adjacent low-rise neighbourhoods.

p) To require a mix of uses throughout the Downtown that reinforces the Downtown's role as a *complete community*.

q) To ensure Downtown continues to have a strong *employment* base that will attract new businesses, services and amenities to support the long-term success of the Downtown.

r) To concentrate the tallest *development* in those parts of the Urban Growth Centre that have the greatest proximity to *higher-order transit.*

s) To *encourage office development* through permission for tall buildings in specific areas of the Downtown.

t) To increase affordability and attract a wide range of demographics and income levels to the Downtown.

u) To *encourage* the integration of a wide range of housing types and tenures within the Downtown, including *assisted and special needs housing,* and rental housing.

v) To mitigate future traffic congestion associated with growth through *transportation demand management (TDM)* measures and the provision of transit and *active transportation*.

w) To support the creation of new and expanded pedestrian and cycling corridors.

x) To *encourage* active and supporting uses at grade along Retail Main Streets.

y) To ensure adequate *public service facilities* and *institutional uses* to support and serve current and future residents and employees.

z) To ensure the Downtown has adequate *infrastructure* to support new *development*.

aa) To maintain, restore and where possible enhance the long term *ecological integrity* and biodiversity of the Natural Heritage System and its *ecological* and *hydrologic functions* within the Downtown.

bb) To protect life and property from natural hazards.

8.1.1(3.2) GENERAL POLICIES

a) In addition to the objectives and policies of Subsection 8.1.1(3), Downtown Urban Centre, the objectives and policies of Subsection 8.1.2, Major Transit Station Areas, of this Plan, *shall* apply within the Downtown Urban Centre.

b) Within the Urban Growth Centre Boundary as delineated on Schedule B: Urban Structure, and Schedule D: Land Use - Downtown Urban Centre, of this Plan, a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier is established, in accordance with the Provincial Growth Plan.

c) The residents and jobs associated with *development* in the Downtown Burlington *MTSA shall* contribute towards meeting the minimum density target of the Urban Growth Centre.

d) The Urban Growth Centre target of a minimum 200 people and jobs per *shall* not be applied on a site-specific basis, and *shall* only be applied to the entire geography to which the target applies.

e) The full extent of maximum *development* permissions stated within all Downtown Urban Centre precincts *may* not be achievable on every site within a precinct, due to site-specific factors including, but not limited to, design excellence, *compatibility* and transition to adjacent *development*, *negative* environmental *impacts*, *hazardous lands*, transportation, stormwater management, *cultural heritage resources* and/or *infrastructure* capacity.

f) Major *entertainment*, *major office*, *cultural, institutional uses* and *public service facilities* including educational uses, *should* be directed to and *encouraged* to locate within the Downtown Urban Centre.

g) *Development* will support and enhance the Downtown as a lively, vibrant and people-oriented place.

h) *Development* will respect and be *compatible* with the existing built form character of adjacent *development* and provide appropriate built form transition.

Development will support the achievement of the vision and function of the precinct within which it is located.

8.1.1(3.3) BRANT MAIN STREET PRECINCT

The Brant Main Street Precinct will continue to serve as a unique retail destination within the Downtown and city-wide. *Development* will maintain and enhance the existing traditional low-rise, main street *physical character* along Brant Street. Along Brant Street, *low-rise* is considered 3 storeys or less. *Development* adjacent to Brant Street will maintain the existing *low-rise* built form, which could be in the form of individual *low-rise buildings* or in the form of a *podium* to a *mid-rise development,* where the *mid-rise* height is set back 20 metres from Brant Street above the third storey and terraced along John and Locust Streets.

8.1.1(3.3.1) POLICIES

a) The following uses *may* be permitted within the Brant Main Street Precinct:

(i) residential uses excluding single detached dwellings, semi-detached dwellings, other forms of stand-alone *ground-oriented dwellings* and *dwelling units* on the ground floor*;*

(ii) *office* uses*;*

(iii) retail and *service commercial* uses;

(iv) hotel uses;

(v) *entertainment uses;* and

(vi) *recreation uses.*

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.1.1) a) of this Plan and *should* contain three permitted uses, where feasible.

c) Notwithstanding the permitted uses in Subsection 8.1.1(3.3.1 a), *office* uses *shall* not be permitted on the ground floor facing Retail Main Streets as shown on Schedule D-1: Downtown Retail Streets, of this Plan. Residential

lobbies/access *should* be located on side streets or at the rear of the building where feasible.

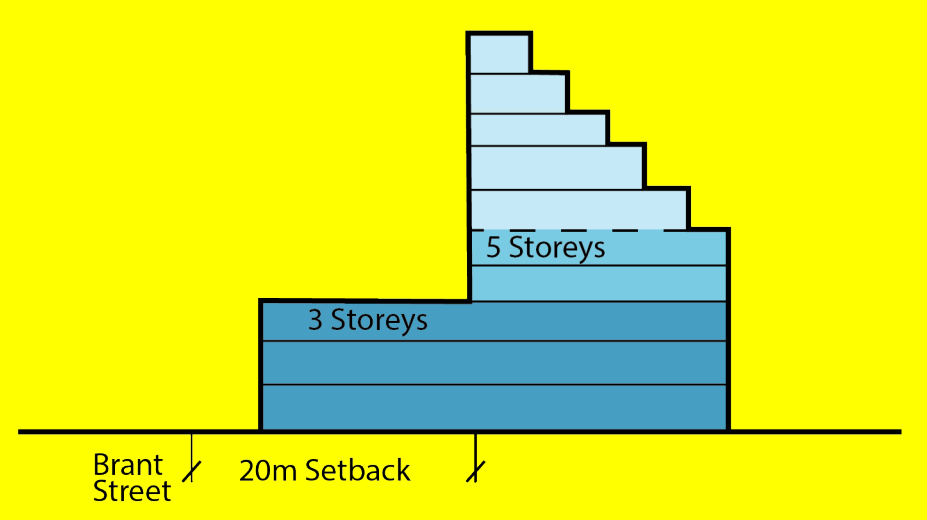
d) The portion of Brant Street and Lakeshore Road located within the Brant Main Street Precinct *shall* be considered Retail Main Streets and *development shall* be required to address the Retail Main Street requirements in Subsection 8.1.1(3.21).

e) *Development shall*:

(i) be in the form of *low-rise buildings* with a height not to exceed three (3) storeys within 20 m of Brant Street and Lakeshore Road as shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan;

(ii) be in the form of *low-rise buildings* or *mid-rise buildings* with a height not to exceed eleven (11) storeys adjacent to John or Locust Streets and beyond 20 m of Brant Street and Lakeshore Road as shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan; and

(iii) achieve a terraced built form along John or Locust Street above a 5 storey streetwall to minimize the impact of the building height along John Street and Locust Streets. The Downtown Burlington Placemaking and Urban *Design Guidelines shall* provide direction on achieving an appropriate terrace and step back along John and Locust Streets above the fifth storey.



Graphic 8-1. Cross section showing built form and transition to John Street and Locust Street.

8.1.1(3.4) JAMES STREET NODE

New *development* within the James Street Node will contribute towards the enhancement of a civic node at the intersection of Brant Street and James Street. *Development* will provide new public squares immediately adjacent to the intersection to complement and expand the existing Civic Square and achieve a built form which will establish view corridors to Civic Square, the City Hall tower and the Burlington War Memorial from James Street. Tall buildings are permitted to facilitate an expanded civic square and to create an enhanced civic node with exemplary built form.

8.1.1(3.4.1) POLICIES

a) The permitted uses of the Brant Main Street Precinct contained in Subsections 8.1.1(3.3.1) a) to d) of this Plan *shall* apply.

b) Views from James Street to the Civic Square, the *City* Hall tower and the Burlington War Memorial *shall* be maintained and enhanced to the satisfaction of the *City*.

c) An at-grade public plaza *shall* be provided immediately adjacent to the intersection of Brant and James Streets to the satisfaction of the *City*. *Development may* cantilever over a portion of the public plaza above the second storey, provided that the provisions of Subsection 8.1.1(3.4.1) b) of this Plan continue to be achieved.

8.1.1(3.4.2) SITE-SPECIFIC POLICIES

a) For the properties identified as 421 Brant Street, the following policies *shall* apply:

   (i) a maximum building height of 23 storeys (81 metres) *shall* be permitted; and

   (ii) the maximum *floor area ratio shall* be 9.45:1.

b) For the properties identified as: 401, 403, 405, 409, 411, 413, Brant Street; 2012 James Street; and 444 and 448 John Street the following policies *shall* apply:

   (i) *development shall* contribute to the creation of an enhanced civic node; and

   (ii) *development may* be permitted to a maximum building height of eighteen (18) storeys.

8.1.1(3.5) LAKESHORE PRECINCT

The Lakeshore Precinct will serve as the gateway to the Waterfront with *linkages*

between the waterfront trail and north-south Green Connector streets and Off-Street Trails as shown in Schedule D: Land Use – Downtown Urban Centre, of this Plan. *Development* will provide new public spaces befitting the significance of the area, ensure that public view corridors to the Brant Street Pier and Lake Ontario are maintained and enhanced, and achieve a high degree of architectural and urban design excellence.

Lakeshore Road will also act as a vibrant Retail Main Street as shown on Schedule D-1: Downtown Urban Centre Retail Streets, of this plan, extending the retail from Brant Street east and west along Lakeshore Road.

Development adjacent to Lakeshore Road, from Lower Hager Creek to Elizabeth Street, will maintain a low-rise built form, which could be in the form of individual *low-rise buildings* or in the form of a *podium* to a *mid-rise* or *tall building*. East of John Street, the Precinct will predominantly contain tall buildings but the permitted maximum building heights *shall* be context-specific for each block.

8.1.1(3.5.1) POLICIES

a) The following uses *may* be permitted within the Lakeshore Precinct:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-along *ground-oriented dwellings;*

(ii) *office* uses;

(iii) retail and *service commercial uses* at grade;

(iv) hotel uses;

(v) *entertainment uses;* and

(vi) *recreational uses.*

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.5.1) a) of this Plan and *should* contain three permitted uses, where feasible.

c) *Development shall*:

(i) be in the form of *low-rise buildings* with a height not to exceed three (3) storeys within 20 metres of Lakeshore Road from Lower Hager Creek to Elizabeth Street as shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan;

(ii) be in the form of *low-rise buildings* or *mid-rise buildings* west of Locust Street, beyond 20 metres of Lakeshore Road as shown on Schedule D-2; and

(iii) be in the form of *tall buildings* east of John Street, other than for the area subject to Subsection 8.1.1(3.5.1) c) (i), with a height not to exceed heights shown on Schedule D-2.

d) New *development shall* protect and enhance public views to the Brant Street Pier and/or Lake Ontario from the north-south streets and *shall* enhance public access to the waterfront through open space corridors and appropriate design considerations.

8.1.1(3.5.2) SITE-SPECIFIC POLICIES

a) **374 and 380 Martha Street:** The properties located at 374 and 380 Martha Street *shall* be permitted:

(i) a maximum building height of 27 storeys (88.75 metres); and

(ii) a maximum *floor area ratio shall* be 13.3:1.

b) **2069 Lakeshore Road:** For the property located at 2069 Lakeshore Road, the following *shall* apply:

(i) *Development shall* have a maximum building height of 17 storeys, with appropriate building setbacks, podium height, and tower stepbacks in accordance with Sections 8.1.1(3.19) and 8.1.1(3.21), and with further guidance provided by the Downtown Burlington Placemaking and Urban *Design Guidelines*;

(ii) *Development shall* provide a minimum tower setback of 12.5 metres from the northern property line;

(iii) The existing heritage buildings on the site *shall* be *conserved* and adapted for live-work purposes; and

(iv) balconies facing north *shall* be situated and designed to reduce overlook on the townhouses to the north.

8.1.1(3.6) OLD LAKESHORE ROAD PRECINCT

The Old Lakeshore Road Precinct will provide for mixed-use *mid-rise buildings* consisting primarily of residential uses which are pedestrian-oriented and transit-supportive while also achieving a high standard of design. Modest *tall buildings* which transition downward from the adjacent Lakeshore Precinct towards the waterfront may be accommodated where such *development* achieves strategic public and city building objectives, including the provision of public waterfront access and the creation of new uninterrupted view corridors to Lake Ontario, among others.

8.1.1(3.6.1) POLICIES

a) The following uses *may* be permitted within the Old Lakeshore Road Precinct:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone *ground-oriented dwellings*;

(ii) *office* uses;

(iii) retail and *service commercial* uses;

(iv) hotel uses;

(v) *entertainment uses*; and

(vi) *recreation uses*.

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.6.1) a) of this Plan.

c) Within the West Sector (Area 'WS') as identified on Schedule D: Land Use-Downtown Urban Centre, of this Plan:

(i) *development shall*:

a. achieve a minimum building height of two (2) storeys; and

b. not exceed a height of ten (10) storeys and thirty-one and a half (31.5) m, except where permitted in accordance with Subsection 8.1.1(3.6.1) c) (ii) of this Plan.

(ii) *development* not exceeding fifteen (15) storeys and forty-seven (47) m in height *may* be permitted within the West Sector, subject to the provision of the following to the satisfaction of the *City*:

a. assembly of lands within the Old Lakeshore Road Precinct between Pearl Street and the future Martha Street alignment and view corridor to the Waterfront (including all lands within the West Sector (Area 'WS'), portions of the westerly portion of the existing Old Lakeshore Road public right-of-way and the westerly portion of the South Sector (Area 'SS') lands contained within the described area);

b. continuation of the Martha Street alignment to meet Old Lakeshore Road;

c. construction, and dedication to a *public authority*, of a public waterfront access that provides a connection between the Pearl Street extension and Lakeshore Road in the vicinity of a Martha

Street extension, in accordance with Subsection 8.1.1(3.6.1) c) (ii) of this Plan;

d. closure of the portion of Old Lakeshore Road identified in Subsection 8.1.1(3.6.1) c) (ii) a. of this Plan;

e. provision of a view corridor from Martha Street to Lake Ontario;

f. provision of enhanced public spaces;

g. *conservation* or re-location of *significant cultural heritage resources* within the precinct;

h. submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how any adverse impacts can be mitigated to acceptable levels; and

i. community benefits.

d) Within the East Sector (Area 'ES') as identified on Schedule D: Land Use – Downtown Urban Centre of this Plan:

(i) development shall:

a. achieve a minimum building height of two (2) storeys; and

b. not exceed a height of six (6) storeys and nineteen and a half (19.5) m, except where permitted in accordance with Subsection 8.1.1(3.10.1) d) (ii) of this Plan.

(ii) *development* not exceeding eight (8) storeys and twenty-nine (29) m in height *may* be permitted within the East Sector, subject to the provision of the following to the satisfaction of the *City:*

a. Old Lakeshore Road is retained in the East Sector and realigned to form an intersection at Martha Street and Lakeshore Road;

b. *conservation* or re-location of *significant cultural heritage resources* within the precinct;

c. submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how any adverse impacts can be mitigated to acceptable levels; and

d. community benefits.

(iii) notwithstanding Subsections 8.1.1(3.10.1) d) (i) and (ii) of this Plan, for the lands described as 2107-2119 Old Lakeshore Road and 2114 Lakeshore Road, the maximum height of buildings *shall* be ten (10) storeys and thirty-one and a half (31.5) m, except that buildings *may* be permitted up to a maximum height of twelve (12) storeys and

thirty-seven (37) m, subject to the provision of the following to the satisfaction of the *City:*

a. Old Lakeshore Road is retained in the East Sector and realigned to form an intersection at Martha Street and Lakeshore Road;

b. *conservation* or re-location of *significant cultural heritage resources* within the precinct;

c. submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how any adverse impacts can be mitigated to acceptable levels; and

d. community benefits.

e) Within the South Sector (Area 'SS') as identified on Schedule D: Land Use-Downtown Urban Centre of this Plan:

(i) *development* will be constrained due to shoreline protection and applicable setbacks in accordance with Conservation Halton requirements;

(ii) existing buildings *may* be maintained, renovated or repaired if damaged, but *may* not be expanded;

(iii) notwithstanding Subsections 8.1.1(3.6.1) e) (i) and (ii) of this Plan, should shoreline studies be completed to the satisfaction of the *City* and Conservation Halton demonstrating that lands within the South Sector are developable, the lands located east of the Martha Street alignment *shall* continue to be subject to the policies of the East Sector contained in Subsection 8.1.1(3.6.1) d) of this Plan and lands west of the Martha Street alignment *shall* continue to be subject to the policies of the West Sector contained in Subsection 8.1.1(3.6.1) c) of this Plan.

f) Within the Old Lakeshore Road Precinct, the preferred means of *conserving significant cultural heritage resources* will be integration with new *development.* The re-location of *cultural heritage resources* within the precinct will be considered, including within a Conservation Halton setback from Lake Ontario, as an alternative to the removal of such buildings.

g) The transfer of *development* rights to other lands within the Old Lakeshore Road Precinct is permitted for the following properties, subject to approval of such plans by the *City*, as a means of *conserving* in perpetuity the buildings identified below:

(i) 2101 Old Lakeshore Road (The Chrysler Carriage House): A floor area of 320 sq. m. *may* be transferred to other lands in the East Sector

once the building has been designated pursuant to Part IV of The Ontario Heritage Act and a conservation easement has been granted for the entire building, in favour of the *City* by the owner of the property;

(ii) 2084 Old Lakeshore Road (former Estaminet): A floor area of 1,500 sq. m. *may* be transferred to other lands in the West Sector once the building has been designated pursuant to Part IV of The Ontario Heritage Act and a conservation easement has been granted for the entire building in favour of the *City* by the owner of the property.

h) A holding zone *may* be used to specify the conditions of *development* that must be completed to achieve the higher density *development* outlined in Subsections 8.1.1(3.10.1) c) (ii) and d) (ii) of this Plan.

i) Notwithstanding Subsection 4.5.3(2) e) of this Plan, the following policies *shall* apply with respect to the provision of a waterfront trail:

(i) along the waterfront where the distance between the water and the public right-of-way will accommodate both the *development* and the Waterfront Trail, the proponent *shall* undertake the following as a condition of approval of a *development application* to the satisfaction of the *City*:

a. dedicate, free of charge to the *City*, *lands* below the stable top of bank, as identified by Conservation Halton and the *City;*

b. dedicate to the *City* as part of parkland dedication, a minimum fifteen (15) m wide strip of land above the stable top of bank. Should the value of this dedication exceed normal parkland dedication, the proponent would receive compensation for the difference (i.e. either payment or provision of community benefits) as a condition of approval;

c. carry out a survey, shoreline protection, and complete construction of the Waterfront Trail above the *stable top of bank;*

d. dedicate free of charge to the *City,* the completed Waterfront Trail and associated land; and

e. dedicate free of charge to the *City*, any required links to adjacent public open space, roadways and other properties.

j) The *City* will consider undertaking an *area-specific plan* for lands within the Old Lakeshore Road Precinct with respect to the review of existing height and density permissions and conditions for *development* as stated within this

Plan, as well as other matters as determined by the *City.* The *area-specific plan shall* undertake such a review in terms of achieving key city building objectives including, but not limited to, the following:

(i) the creation of new public pedestrian connections and park spaces along the waterfront, including any potential linkages with adjacent *development* as well as areas designated Downtown Parks and Promenades within this Plan;

(ii) the creation of a new view corridor from Martha Street at Lakeshore Road to Lake Ontario including the establishment of any potential associated pedestrian connections; and

(iii) the undertaking of a detailed shoreline study to assess potential impacts on *development* potential within the precinct, to be undertaken in consultation with Conservation Halton.

k) In the case of a *development application* preceding an *Area Specific Plan* for the lands within the Old Lakeshore Road Precinct, a special study for the entire Old Lakeshore Road Precinct *shall* be submitted and implemented based on a terms of reference completed to the satisfaction of the *City*. The special study *shall* demonstrate how the proposed *development* contributes towards, or does not impede the achievement of, the policy objectives for the Old Lakeshore Road Precinct identified in Policy 8.1.1 (3.6.1) a) through j). The special study will also demonstrate how the *development* is consistent with all applicable Official Plan policies and *design guidelines.*

8.1.1(3.7) MID BRANT PRECINCT

The Mid Brant Precinct will serve as a northerly extension of the low-rise, retail main street character along Brant Street. The Mid Brant Precinct will also serve as a mixed-use Precinct containing a *significant* amount of retail space including the retention of a food store function. The precinct will function as a *major retail* centre that serves the day-to-day and weekly shopping needs of Downtown residents. The Precinct offers the opportunity to accommodate larger retail stores internal to the block and which do not front onto Brant Street.

Development adjacent to Brant Street will achieve a low-rise built form, which could be in the form of individual *low-rise buildings* or in the form of a *podium* to a *mid-rise* or tall *development*, where the *mid-rise* or *tall building* height is set back from Brant Street 20 metres and terraced along the Rambo Creek.

It is intended that future *development* will result in the redevelopment of surface parking lots and the commercial plaza and result in the creation of a walkable Precinct.

8.1.1(3.7.1) POLICIES

a) The following uses *may* be permitted within the Mid Brant Precinct:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone *ground-oriented dwellings*;

(ii) *office* uses;

(iii) retail and *service commercial uses* at grade;

(iv) hotel uses;

(v) *entertainment uses;*

(vi) *recreation uses.*

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.7.1) a) of this Plan and *should* contain three permitted uses, where feasible.

c) Brant Street within the Mid Brant Precinct *shall* be considered a Retail Main Street and *development shall* be required to address the Retail Main Street priority requirements in Section 8.1.1(3.21).

d) Notwithstanding the permitted uses in Subsection 8.1.1(3.7.1 a), residential and *office* uses *shall* not be permitted on the ground floor facing Retail Main Streets as shown on Schedule D-1: Downtown Retail Streets, of this Plan. Residential lobbies *should* be located on side streets or at the rear of the building where feasible.

e) *Development shall:*

(i) be in the form of *low-rise buildings* with a height not to exceed three (3) storeys within 20 metres of Brant Street;

(ii) be in the form of *low-rise buildings* or *mid-rise buildings* with a height not to exceed eleven (11) storeys adjacent to existing John Street and beyond 20 m of Brant Street;

(iii) be in the form of *tall buildings* with a height not to exceed seventeen (17) storeys in other parts of the Precinct as shown on Schedule D-2 Downtown Urban Centre Heights, of this Plan;

(iv) create an appropriate height transition to the neighbourhoods to the east and the open space block along Rambo Creek through the use of a 45 degree angular plane measured from the rear or side property line of the residential properties on the east side of Rambo Creek and through intervening *low-rise buildings* or other built form transition

to create a pedestrian scale adjacent to the open space block as determined through a comprehensive block plan.

f) A comprehensive block plan, to the satisfaction of the City, *shall* be required prior to any *development* being approved between Caroline Street and Victoria Avenue. The parameters of the comprehensive block plan are set out in Policy 8.1.1(3.20) and *shall* provide for:

(i) A transportation connection extending north from John Street to Victoria Avenue along with an assessment of the function, ownership, cross-section, alignment and design of the transportation connection;

(ii) An increased creek block along Rambo Creek with a walking trail along the west side of the creek as set out in Subsection 8.1.1(3.14.1) (p);

(iii) An assessment of the need for, and recommended location of, east-west pedestrian connections;

(iv) A transition to the adjacent Residential – Low Density or Low-Rise Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area or Schedule D: Land Use – Downtown Urban Centre respectively, using the Rambo Creek and all associated setbacks and *buffers*, transportation connection and built form to provide the transition;

(v) A new public urban park within the Precinct including the size, location and configuration of the public park as set out in Section 8.1.1(3.14.1) (g); and

(vi) The location and configuration of the retail and *service commercial* floor area as required by Subsection 8.1.1(3.7.1) (h).

g) Where a *key natural feature* or a *watercourse* feature separates a proposed *mid-rise building* or *tall building* from the adjacent Low-Rise Neighbourhood Precinct, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan, the 45-degree angular plane, required in Subsection 8.1.1(3.19.4) a), *shall* be measured from the original western boundary of the *key natural feature* or *watercourse*.

h) The *City shall* require as part of any future redevelopment of the properties located at 535, 559 and 601 Brant Street the retention of the planned function of the property as a *major retail* centre that serves the day-to-day and weekly shopping needs of Downtown residents and employees including:

(i) retaining, at minimum, all *existing* retail and *service commercial* and *office* floor area; and

(ii) retaining a food store function as part of the minimum floor area in (i).

8.1.1(3.8) UPPER BRANT PRECINCT

The Upper Brant Precinct will accommodate *developments* with a variety of building heights proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue, with the tallest *developments* in the Downtown located along and north of Ghent Avenue. *Development* will generally achieve a height and density that reflects the precinct's walking distance to *higher-order transit* at the Burlington GO Station and contributes to the creation of a transit, pedestrian and cycling oriented area while also achieving *compatibility* with adjacent Residential-low density areas shown on Schedule C: Land Use – Urban Area, of this Plan.

A low-rise feel will be maintained for pedestrians along Brant Street through setbacks above the third storey for buildings *abutting* Brant Street. However, to balance the objectives of providing increased density within walking distance to the Burlington GO Station, providing for a transition to adjacent established low-rise residential areas and to provide for a setback along Brant Street above the third storey, flexibility *may* be considered in the depth of the setback from Brant Street above the third storey.

8.1.1(3.8.1) POLICIES

a) The following uses *may* be permitted within the Upper Brant Precinct:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone *ground-oriented dwellings;*

(ii) *office* uses;

(iii) retail and *service commercial* uses;

(iv) hotel uses;

(v) *entertainment uses*; and

(vi) *recreation uses*.

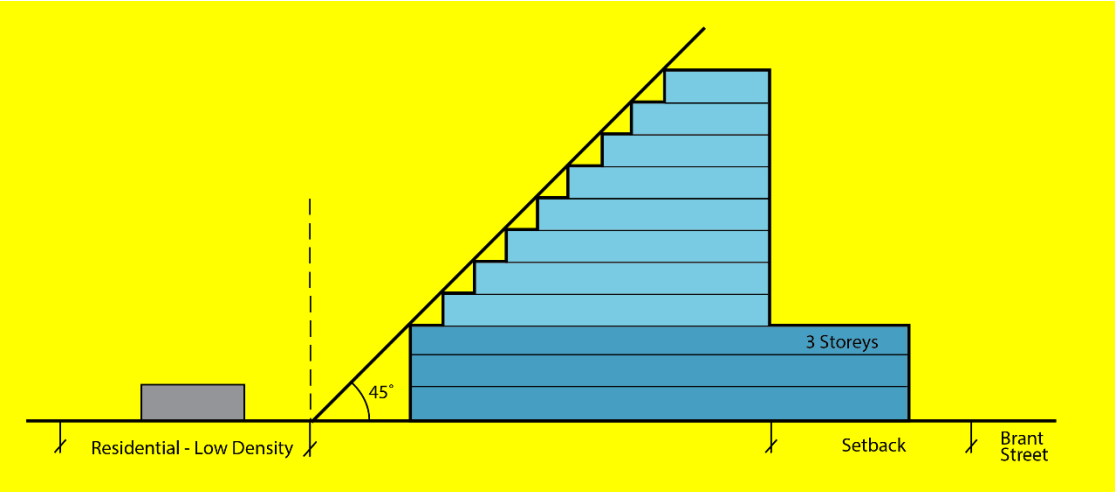
b) *Development abutting* Brant Street *shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.8.1) a) of this Plan and *should* contain three permitted uses, where feasible.

c) Notwithstanding the permitted uses in Subsection 8.1.1(3.8.1 a), residential uses *shall* not be permitted on the ground floor facing Mixed Use Streets as shown on Schedule D-1: Downtown Urban Centre Retail Streets, of this Plan. Residential lobbies/access *should* be located on side streets or at the rear of the building where feasible.

d) New *development shall* generally be comprised of *tall buildings* at the northern end of the Precinct and *mid-rise buildings* at the south according to the maximum heights set out in Schedule D-2: Downtown Urban Centre Heights, of this Plan.

e) Buildings *abutting* Brant Street *shall* incorporate a setback above the third storey to provide a low-rise feel for pedestrians along Brant Street. The setback *should* be similar to the 20 m setback in the Brant Main Street and Mid Brant Precincts, but flexibility in the setback *may* be considered through the review of *development applications* due to the wider Brant Street right-of-way in this precinct and in order to provide a transition to the adjacent Residential-Low Density designations, shown on Schedule C: Land Use – Urban Area, of this Plan, as required in 8.1.1(3.8.1) g). Direction on the form of the step-back will be provided in the Downtown Placemaking and Urban *Design Guidelines*.

f) Adjacent to areas designated Residential-Low Density on Schedule C: Land Use-Urban Area, of this Plan, *mid-rise* and *tall buildings shall* achieve a terraced built form with building height oriented away from the Residential-Low Density designations. Terracing *shall* be in accordance with a forty-five (45)-degree angular plane measured from a property line shared with a property designated Residential-Low Density on Schedule C: Land Use-Urban Area of this Plan.



Graphic 8-2. Cross section showing built form and transition along Brant Street.

g) *Ground-oriented dwellings* with a maximum height in accordance with Subsection 8.1.1(3.8.1) f) of this Plan *should* be provided adjacent to a property line shared with a property designated Residential Low-Density on 'Schedule C: Land Use – Urban Area' of this Plan. Alternatively *ground-oriented dwelling units* could be incorporated into a *podium* of a *mid-rise* or *tall building* provided the *podium* meets the angular plane requirements of Policy 8.1.1(3.8.1) f).

h) Additional park space *shall* be provided in the precinct through one or more public urban squares and/or Privately Owned Publicly Accessible Open Spaces (POPS), that will create leisure opportunities for the residents of the precinct and surrounding areas, in accordance with the policies and objectives in Sections 3.3 and 8.1.1(3.14) of this Plan. *Development applications* on site larger than 0.4 ha *shall* provide a park concept plan to illustrate how a public urban square and/or POPS could be provided and function on the site.

8.1.1(3.9) DOWNTOWN EAST PRECINCT

The Downtown East Precinct will serve as the pre-eminent destination for *office and major office* uses, post-secondary educational and other learning facilities and provide significant opportunities for residential uses within mixed-use *developments*. Retail and *service commercial* uses will be the predominant use at grade along Mixed Use Streets, as shown on Schedule D-1: Downtown Retail Streets, of this Plan to serve the day-to-day needs of Downtown residents and employees. In addition, the precinct will be a focus for the provision of public use parking to support retail and *office* uses throughout the Downtown.

Development will primarily be in the form of *tall buildings* which are informed by historical *development* patterns and precedent within the precinct. However, *development* will be expected to transition to, as well as achieve *compatibility* with, the adjacent Low-Rise Neighbourhood Precincts, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan.

8.1.1(3.9.1) POLICIES

a) The following uses *may* be permitted within the Downtown Core Precinct:

(i) office uses;

(ii) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone ground-oriented dwellings;

(iii) retail and service commercial uses;

(iv) hotel uses;

(v) entertainment uses; and;

(vi) recreation uses.

b) *Development shall:*

(i) not exceed a maximum building height of seventeen (17) storeys as shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan subject to policy 8.1.1(3.9.1) d)

c) Any building containing residential units above the height of *a mid-rise building*, *shall* provide one floor of office space in a *podium* for every three additional floors to a maximum of 17 storeys.

d) The *City shall* explore opportunities to partner in the provision of underground parking spaces dedicated for public use.

e) *Development shall* transition to adjacent Low-Rise Neighbourhood Precincts, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan, and to the future public park between Pearl and Martha Streets north of James Street, as set out in Section 8.1.1(3.19.4) and the Downtown Placemaking and Urban *Design Guidelines*.

8.1.1(3.9.2) SITE-SPECIFIC POLICIES

a) **Block comprising 2030 Caroline Street, 510 Elizabeth Street and 2025 Maria Street:** Notwithstanding Sections 8.1.1(3.9.1) (b) and (c) of this Plan, the properties located at 2030 Caroline Street, 510 Elizabeth Street and 2025 Maria Street, in keeping with the intent of the precinct, *shall* contain, in the *mid-rise buildings* located at 2030 Caroline Street and 510 Elizabeth Street, a substantial floor area of office *development* and publicly-accessible parking commensurate with the *development* of a 17 storey residential building at 2025 Maria Street and *mid-rise buildings* on the block. A minimum of five storeys of office *development* in the northern *mid-rise building* at 2030 Caroline Street and a minimum of five storeys of publicly accessible parking in the central *mid-rise building* at 510 Elizabeth Street, or equivalent amount of office *development* and publicly-accessible parking provided on the block, will be considered substantial.

b) **2082, 2086 and 2090 James Street:** Notwithstanding Subsection 8.1.1(3.9.1) (c), of this Plan, within the Downtown East Precinct, as identified on Schedule D: Land Use - Downtown Urban Centre, of this Plan, for the lands identified as 2082, 2086 and 2090 James Street one fourteen (14) storey (including rooftop mechanical and amenity) apartment building with a maximum of 150 *dwelling units shall* be permitted.

8.1.1(3.10) VILLAGE SQUARE PRECINCT

The Village Square Precinct will serve as a pre-eminent retail destination with predominantly *low-rise* residential uses within stand alone or mixed-use buildings. The Village Square *development*, located at 415 Elizabeth Street, will serve as the focal point of this precinct and will be maintained and enhanced as a unique retail destination. Retail and *service commercial* uses will be the predominant use at grade along the Retail Main Street along Pine Street and along other Mixed Use Streets in the precinct to serve the day-to-day needs of Downtown residents and employees and as a *city*-wide retail destination.

8.1.1(3.10.1) POLICIES

a) The following uses *may* be permitted within the Village Square Precinct:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings;

(ii) retail and *service commercial* uses;

(iii) commercial parking lots; and

(iv) *entertainment uses.*

b) *Development* within the Village Square Precinct *shall* be comprised of predominantly *low-rise buildings* and some *mid-rise buildings* as shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan.

c) *Development shall* generally transition to a lower scale residential built form along Martha Street.

d) The Village Square *development* located at 415 Elizabeth Street *shall* be maintained as a low-rise retail *development* and *shall* as part of any future *development:*

(i) retain the existing facades located immediately adjacent to a public right-of-way;

(ii) *conserve* the *cultural heritage resources* at 415/417 Elizabeth Street, 423 Elizabeth Street and 416 Pearl Street; and

(iii) retain an open space element internal to the site which may be in the form of a Privately-Owned Publicly Accessible Space (POPS) and/or parkland dedication required under The Planning Act.

e) Where *development abutting* the townhouses on Martha Street exceeds four storeys in height, the *development shall* incorporate an appropriate built form transition in height and massing to minimize the impact of shadowing and overlook. Although a 45 degree angular plane is not required, the

transition *shall* include a *compatible* interface to the townhouses which *may* require the use of building setbacks, step backs, property consolidations, lower building heights than the maximum permitted for mid-rise buildings, building orientation to reduce afternoon shadow, balcony orientation to reduce overlook and other possible transition tools as further described in Section 8.1.1(3.19.4) and in the Downtown Placemaking and Urban *Design Guidelines*.

8.1.1(3.10.2) SITE-SPECIFIC POLICIES

a) **401 to 417 Martha Street:** The property located at 401 to 417 Martha Street *shall* be permitted a maximum building height of 22 metres and *shall* provide a built form transition to Martha Street and the Centennial Pathway.

b) **2085 Pine Street:** Notwithstanding section 8.1.1(3.10.1) e), of this Plan, for the property located at 2085 Pine Street a building with a maximum building height of 9 storeys (30.7 m) and a maximum density of 365 units per *net* hectare *shall* be permitted.

c) **429 Elizabeth Street and 430 Pearl Street:** An existing five-storey building is permitted on the property located at 429 Elizabeth Street and 430 Pearl Street.

8.1.1(3.11) NEIGHBOURHOOD MIXED USE PRECINCT

The Neighbourhood Mixed Use Precinct recognizes and *conserves* the historic character of Downtown along sections of Brant and Locust Streets, including the area's buildings, *streetscapes* and parcel fabric. Priority within the precinct will be for the adaptive re-use of existing buildings. It is intended that *development* be limited and where *development* occurs within the precinct, it will respect and maintain the existing historic character of the area's parcel fabric and buildings through the use of lotting patterns and building forms and materials currently existing within the precinct.

8.1.1(3.11.1) POLICIES

a) The following uses *may* be permitted within the Neighbourhood Mixed Use Precinct:

(i) residential uses;

(ii) *additional residential units,* subject to Subsection 8.7.2 of this Plan;

(iii) *office* uses;

(iv) retail and *service commercial* uses; and

(v) *recreation uses*.

b) Notwithstanding the definition of *low-rise buildings* and the height categories shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan, *development shall* not exceed a height of three (3) storeys.

c) Notwithstanding Section 8.1.1(3.21.1) a) (i), *office* uses are permitted at grade in buildings fronting on Retail Main Streets within this precinct.

d) *Development shall* be designed in a manner that respects and maintain the predominant *physical character* within the precinct.

8.1.1(3.11.2) SITE-SPECIFIC POLICIES

a) **1437 and 1445 Elgin Street and 452 Locust Street:** For the properties identified as 1437, 1445 Elgin Street and 452 Locust Street the following policies *shall* apply:

(i) notwithstanding the policies contained in 8.1.1(3.2) d) ii), only retail or *service commercial uses* are permitted along Locust Street.

(ii) notwithstanding the height policies contained in 8.1.1(3.13.1) b), a maximum building height of 7 storeys *shall* be permitted with the use of terracing above the fourth storey *abutting* the north property line; and

(iii) the maximum *floor area ratio shall* be 4.6:1.

8.1.1(3.12) APARTMENT NEIGHBOURHOOD PRECINCTS

The Apartment Neighbourhood Precincts are intended to accommodate limited infill *development* that fits into and respects the existing *physical character* of adjacent properties. Infill *development* within the precinct will be required to transition to, as well as achieve *compatibility* with, adjacent Low-Rise Neighbourhood Precincts, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan, as well as with other established residential neighbourhoods outside of the Downtown. Infill *development* will also be expected to enhance the street-level experience for pedestrians.

8.1.1(3.12.1) POLICIES

a) The following uses *may* be permitted above the first storey of a *development* within the Apartment Neighbourhoods Precinct:

(i) residential uses.

b) The following uses *may* be permitted within the first storey of a *development* within the Apartment Neighbourhoods Precinct:

(i) entrances and lobbies of residential buildings;

(ii) grade-related *dwelling units;*

(iii) retail and *service commercial* and *office* uses; and

(iv) *recreation uses*.

c) Infill *development* within Apartment Neighbourhoods *shall* be located, massed and designed to:

(i) be *compatible* with, fit into and respect the physical character, including height and massing, of existing building(s) on and adjacent to the infill site;

(ii) provide appropriate separation distances between buildings on and adjacent to the site (including *podiums* and towers), so as to achieve access to natural light for interior spaces and outdoor amenity spaces, maximize opportunities for landscaped open space between buildings, and ensure privacy;

(iii) limit overlook to adjacent Low-Rise Neighbourhood Precincts as shown on Schedule D: Downtown Urban Centre, of this Plan and Residential - Low Density designation as shown on Schedule C: Land Use – Urban Area, of this Plan;

(iv) provide a transition between areas of different *development intensity* and *scale*, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards the Low-Rise Neighbourhood Precincts as shown on Schedule D: Downtown Urban Centre, of this Plan and the Residential Low-Density designation as shown on Schedule C: Land Use – Urban Area, of this Plan;

(v) adequately limit shadow impacts on properties in adjacent Established Neighbourhood Areas as shown on Schedule B1: Growth Framework, of this Plan, and the *public realm*;

(vi) fit entirely within a 45 degree angular plane measured from the rear property line(s) of adjacent Low-Rise Neighbourhood Precincts as shown on Schedule D: Downtown Urban Centre, of this Plan and the Residential Low-Density designations as shown on Schedule C: Land Use – Urban Area, of this Plan as set out in Subsection 8.1.1(3.19.4);

(vii) frame the edge of streets and parks with buildings at an appropriate height and mass to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

(viii) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;

(ix) consolidate and, where achievable, relocate surface parking where it is not visible from streets, and parks;

(x) provide indoor and outdoor recreation space for building residents in mid-rise and tall residential *developments*;

(xi) provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces, such as commercial uses and grade-related *dwelling units* with front stoops and porches that take direct access from public sidewalks; and

(xii) maintain or replace and improve any existing indoor and outdoor residential amenities on the site.

d) The criteria in 8.1.1 (3.12.1 c) *shall* be used to assess *development* applications in the Apartment Neighbourhoods.

8.1.1(3.12.2) SITE-SPECIFIC POLICIES

a) **1157-1171 North Shore Blvd East:** For the properties located at 1157-1171 North Shore Boulevard, a maximum density of 280 units per *net* hectare *shall* be permitted for *special needs housing*, including *seniors housing*, in a *retirement home*.

8.1.1(3.13) LOW-RISE NEIGHBOURHOOD PRECINCTS

The Low-Rise Neighbourhood Precincts include the St. Luke's Neighbourhood and Emerald Neighbourhood and other low-rise residential areas as shown on Schedule D: Land Use-Downtown Urban Centre, of this Plan. This Plan will maintain the existing established residential and historic character of these low-rise neighbourhoods. These neighbourhoods contain predominantly single-detached housing forms, but also contain existing semi-detached, duplex, townhouse and low-rise apartment buildings.

Limited *development* opportunities within the precinct will be *compatible* with the surrounding neighbourhood area and fit into the existing *physical character*.

8.1.1(3.13.1) POLICIES

a) The following uses *may* be permitted in the Low-Rise Neighbourhood Precincts:

(i) single-detached dwellings;

(ii) semi-detached dwellings, townhouses, low-rise apartments and other ground-oriented, multiple unit housing outside of the St. Luke's and Emerald Neighbourhoods;

(iii) existing townhouses, apartments and other *existing uses* within the St. Luke's and Emerald Neighbourhood;

(iv) duplexes;

(v) *group homes;*

(vi) *additional residential units,* subject to the policies of Subsection 8.7.2 of this Plan;

(vii) day care centres, subject to the policies of Subsection 8.3.10 of this Plan: and

(viii) *offices* in *existing* buildings, subject to the policies of Subsection 8.3.8 of this Plan.

b) Notwithstanding the definition of *low-rise buildings* and the height categories shown on Schedule D-2: Downtown Urban Centre Heights, of this Plan, *development* in the St. Luke's and Emerald Neighbourhoods *shall* not exceed a maximum height of two and a half (2.5) storeys; however, the Plan recognizes higher heights for legally existing buildings within these neighbourhoods.

c) On lands designated within the St. Luke's and Emerald Neighbourhoods, *development shall* be permitted to a maximum density of twenty-five (25) units per *net* hectare or the density legally existing on a site, or a portion of a site, on the date of the approval of this Plan, whichever is greater. In other parts of the Low-Rise Neighbourhood Precincts, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan, the maximum density is set out in the zoning by-law.

8.1.1(3.14) DOWNTOWN PARKS & PROMENADES DESIGNATION

The Downtown Parks and Promenades designation identifies current and future parks, promenades and green spaces within the Downtown, including key *linkages* between parks as well as new or expanded opportunities for public access to the waterfront and nature. Lands within the Parks and Promenades designation will primarily serve the residents and employees of the Downtown as well as provide parks of a *scale* that will serve as *significant* destinations for *city*-wide and regional events and activities.

8.1.1(3.14.1) POLICIES

a) The objectives and policies of Section 3.3, Parks, Recreation and Open Space, of this Plan, *shall* apply on lands designated as Downtown Parks and Promenades.

b) The following uses *may* be permitted within the Downtown Parks and Promenades designation:

(i) existing uses.

(ii) municipal parks and related facilities;

(iii) outdoor recreation uses;

(iv) non-intensive recreation uses;

(v) temporary retail and service commercial kiosks;

(vi) outdoor entertainment facilities; and

(vii) special events including festive, cultural and ceremonial activities.

c) The Burlington Beach Regional Waterfront Park is included in the Downtown Parks and Promenades designation but it is not intended to form part of the Urban Area.

d) The identification of lands within the Downtown Parks and Promenades designation which are currently privately owned and/or do not serve a public function *shall* not imply that such properties are available or open to public use.

e) New public parks as identified on Schedule D: Land Use-Downtown Urban Centre, of this Plan *shall* be provided as part of the future *development* of a property with preference given for the acquisition of such lands by the *City* through the parkland dedication process.

f) Privately-Owned Publicly Accessible Open Spaces (POPS) *may* be used to augment public space but *shall* not be used as a replacement to public parkland dedication.

g) A new public park *shall* be planned within the area generally located north of Caroline Street between Brant Street and the Rambo Creek as represented on Schedule D: Land Use – Downtown Urban Centre, of this Plan. The exact location, size and function of the park and associated implementation policies *shall* be established through a comprehensive block plan as set out in Sections 8.1.1(3.7.1) f) and 8.1.1(3.20).

h) Additional public park space *shall* be planned within the area generally located near the intersection of Brant Street and Ghent Avenue as

represented on Schedule D: Land Use – Downtown Urban Centre, of this Plan. The exact location, size and function of the park space *shall* be determined through the review of *development applications* as required by Section 8.1.1(3.8.1)h).

i) The Lions Club Park is a privately owned facility that is currently operated as a park through agreements with the *City*. If the property is ever sold or proposed for redevelopment, the *City shall* consider acquiring the northern part of the site for public parkland. The exact location, size, and function of the park space *shall* be determined at the time of either a City-initiated design exercise for a new public park on the lands or through the consideration of a *development application*. If the City does not develop a park on this site, the underlying land use designation *shall* apply.

j) Public amenities will be *encouraged* on *utility* corridors located within the Downtown Parks and Promenades designation which serve the recreation and *active transportation* needs of residents and employees and which are *compatible* with the lands' primary purpose as a *utility* corridor. Public amenities *may* include, but are not limited to, *community gardens*, multi-use pathways and/or off-leash dog parks.

k) Notwithstanding the policies of Section 6.3, Utilities, of this Plan, surface parking areas *shall* be prohibited within a *utility* corridor except where existing or approved as of the date of approval of this Plan.

l) Connections between parks and open spaces surrounding precincts and neighbourhoods *shall* be provided through Off-Street Trails/Promenades and Green Connector Streets as delineated on Schedule D: Land Use-Downtown Urban Centre, of this Plan.

m) Green Connector Streets are public streets that incorporate enhanced pedestrian and /or cycling facilities within the street right of way and contribute to achieving an inter-connected network of parks, promenades and open spaces in the Downtown. Green Connector Streets differ from promenades which comprise off-street public open space lands. Enhanced landscaping within the public right-of-way, limitations on driveways and differing setbacks *may* be considered along Green Connector Streets. The Downtown Placemaking and Urban *Design Guidelines* provide additional direction on the enhanced facilities.

n) Connections *shall* be provided to Spencer Smith Park and Burlington Beach Regional Waterfront Park as delineated on Schedule D: Land Use – Downtown Urban Centre, of this Plan. Opportunities for creating additional open space and new connections along the waterfront will be assessed as part of any *development* proposal.

o) In addition to those lands designated Downtown Parks and Promenades on Schedule D: Downtown Urban Centre, of this Plan, new parks and open spaces *shall* be provided within the Downtown, which *may* include, but are not limited to, dedication of parkland, and/or Privately-Owned Publicly Accessible Spaces (POPS) to be provided to the satisfaction of the *City*.

p) Along Rambo Creek north of Caroline Street, the *City may* require dedication of additional open space along Rambo Creek beyond that required for natural heritage system dedication and *hazardous lands* dedication as set out in Sections 4.2.5 and 4.4.2(3) of this Plan respectively in order to create a linear open space block and off-street trail. The extent and configuration of the open space *shall* be delineated through the Comprehensive Block Plan.

q) Through *development applications*, the *City shall* identify opportunities to accommodate small urban squares, generally of 0.1 to 0.5 hectares, which are publicly accessible open spaces. Urban squares are part of the parkette category of parks, as described in Section 3.3.2, but designed as urban spaces. Urban squares *shall* be multifunctional, flexible spaces that contribute to placemaking and *may* contain sitting areas, landscaping, public art and other features that allow for passive use, special events and social interaction. Urban Squares *should* be framed by buildings with ground floor uses that provide activity throughout the day and *should* abut a public right-of-way.

r) Urban squares *may* consist of public parkland or as Privately-Owned Publicly Accessible Open Spaces (POPS). Where an urban square is to remain in private ownership it *shall* be built and maintained by the landowner to the satisfaction of the *City*. An easement or other agreement with the *City may* be required to ensure that the urban square is open and accessible to the public at all times or as identified in the agreement.

s) A continuous waterfront promenade *shall* be developed along the entire Lake Ontario frontage within the Downtown Urban Centre. The promenade *may* be achieved in conjunction with the necessary shoreline protection.

t) Public access *shall* be provided to the Lake Ontario waterfront within the Downtown, where feasible.

u) All lands adjacent to the Lake Ontario Waterfront *shall* be subject to the policies of Section 4.5, Waterfront, of this Plan.

8.1.1(3.15) DOWNTOWN PUBLIC SERVICE DESIGNATION

The Downtown Public Service Designation will accommodate current and future public service functions within the Downtown including public healthcare, education, emergency and protective services, *cultural* activities, civic

administration and *institutional uses* such as places of worship, among others. This designation does not comprise all lands owned by public authorities but rather buildings and properties currently providing a public service that *should* be maintained in the Downtown. Places of worship, although privately owned, provide a public service that *should* be maintained in the Downtown.

8.1.1(3.15.1) POLICIES

a) The following uses *may* be permitted in the Downtown Public Service Designation:

(i) accessory residential uses;

(ii) *public service facilities;*

(iii) *office* uses;

(iv) accessory retail and *service commercial* uses;

(v) *entertainment uses*;

(vi) *institutional uses*; and

(vii) *recreation uses.*

b) Public/private partnerships for the purpose of providing *public service facilities* will be *encouraged.*

c) Where an Official Plan Amendment is submitted to redesignate a Downtown Public Service designation for uses other than a *public service facility* and/or *institutional* use, the *City shall* provide notification to all *public authorities* as to the potential use of the lands for public use prior to *City* approval of the *development.*

d) *Development applications* for building additions and limited infill *development* in the Downtown Public Service designation *may* be considered provided the *development application* fits into and respects the existing *physical character* and planned context of adjacent properties.

8.1.1(3.16) DOWNTOWN WATERCOURSE AND NATURAL HERITAGE SYSTEM DESIGNATION

Lands within the Downtown *Watercourse* and Natural Heritage System Designation include lands delineated on Schedule D: Land Use - Downtown Urban Centre as Natural Heritage System and *Watercourse*.

Lands delineated on Schedule D as Natural Heritage System include *natural heritage features and areas*, and the *linkages* and inter-relationships between them. The Downtown Natural Heritage System forms a part of the broader *City* and Regional Natural Heritage System. A *significant woodland* associated with Lower Rambo Creek has been designated Natural Heritage System.

There are two *watercourses* within the Downtown, which are considered part of the Natural Heritage System but are delineated as *Watercourse* on Schedule D, and include Lower Rambo Creek and Lower Hager Creek. These areas have been identified as *Watercourse* to reflect that *hazardous lands* and / or other elements of the Natural Heritage System are associated with these *watercourses* but the boundaries are not mapped.

8.1.1(3.16.1) POLICIES

a) The policies of Section 8.4.1 of the Burlington Official Plan *shall* apply.

b) Notwithstanding Subsection 8.4.1(2) c), the following uses *may* be permitted in areas identified as Downtown Watercourse and Natural Heritage System designation on Schedule D: Land Use-Downtown Urban Centre, of this Plan:

(i) existing uses;

(ii) non-intensive recreation uses including pedestrian and/or cycling trails or promenades;

(iii) forest, wildlife and fisheries management;

(iv) archaeological activities;

(v) essential linear infrastructure; and

(vi) essential watershed management and flood control projects carried out or supervised by a public authority.

c) The precise limits of the Downtown Watercourse and Natural Heritage System designation including required *buffers*/setbacks/allowances *shall* be determined by the *City,* in consultation with Conservation Halton, at the time of a *development application.*

d) All lands within the Downtown Watercourse and Natural Heritage System designation are subject to the policies of Subsection 4.4.2(3), Natural Hazards and Watercourses, and where applicable, Section 4.2, Natural Heritage System, of this Plan. Lands subject to a *flooding hazard* are identified on Appendix E, of this Plan.

e) The *City* will undertake a Phase 2 Flood Hazard Study using more detailed topographical survey data to facilitate future *development applications*. Amendments to this Plan *may* be required to implement the findings of the study, as determined by the *City*, in consultation with Conservation Halton.

8.1.1(3.17) DOWNTOWN URBAN DESIGN

Good urban design contributes to the economic vitality and health of a downtown. It also requires a partnership between the private and public sector to deliver

innovation and high-quality design and spaces for Burlington's Downtown.

Burlington's Downtown is defined by the pattern of *development* established by streets, blocks, built form, *public realm* and private open spaces. As *development* occurs within the Downtown, the role of urban design will be critical in guiding *development* in line with the intent and policies of the Precincts.

The Design Excellence objectives and policies in Chapter 7 will be used to inform the *development* of the public and private realms in the Downtown. In addition to that section, the policies of Sections 8.1.1 (3.17) to 8.1.1 (3.21) *shall* also apply with particular focus on:

- pedestrian-friendly retail and mixed-use streets;
- vibrant people places along the street and in parks and open spaces;
- public art;
- public view corridors;
- comfortable pedestrian environments;
- appropriate height and density;
- compatible built form within each precinct;
- appropriate mix of uses;
- compatibility with the surrounding Precincts; and
- comprehensive block planning.

8.1.1(3.17.1) POLICIES

a) *Development* will be designed and built in accordance with the policies in Chapter 7 and Section 8.1.1 (3) as well as Burlington's Downtown Placemaking and Urban *Design Guidelines*, Downtown Streetscape Guidelines, Sustainable Building and Development Guidelines and any other applicable polices and guidelines. The *City's Design Guidelines* for Mixed-Use and Residential Mid-Rise Buildings and the Tall Building Guidelines *shall* not apply in the Downtown.

b) The *City shall* achieve design excellence through the actions set out in Section 7.1.2 in order to achieve in the Downtown:

(i) vibrant people places that support the sense of identity of the Downtown through placemaking;

(ii) pedestrian-friendly streets; and

(iii) high-quality building design and *compatible* built form.

8.1.1(3.18) THE PUBLIC REALM

Safe, accessible and comfortable public spaces add to the vibrancy, health and

sustainability of the Downtown with particular emphasis on walkable streets and people places. The *public realm* within the Downtown consists of the publicly accessible spaces including the streets, sidewalks and boulevards and the parks and open spaces including urban squares, both publicly and privately owned, that provide places of shared use and a place for community interaction and gathering.

Public art can enhance the *public realm*. Public art can reflect community values, enhance our environment, transform a downtown or landscape, heighten our awareness, or make us question our assumptions. Public art is for all, and when placed in public sites it forms a collective community expression. Public art can also help tell the story of Burlington's Downtown and the history of the *city*.

Protecting public views from public spaces to features such as Lake Ontario enhances the *public realm*. However, the Official Plan does not protect private views to the lake or other natural features.

8.1.1(3.18.1) GENERAL POLICIES

a) The design of new *development shall* contribute to an attractive, *sustainable* and vibrant *public realm* and *shall* incorporate the following elements into the design of the Downtown that *may* fall both on publicly and privately owned land:

(i) *linkages* to the street network that are accessible to people of all ages and abilities;

(ii) *streetscapes* that are safe and attractive;

(iii) well-designed public and private open spaces; and

(iv) enhanced landscaping and *tree* planting.

8.1.1(3.18.2) STREETSCAPES

a) In accordance with the *City*'s Downtown Streetscape Guidelines and the Downtown Burlington Placemaking and Urban *Design Guidelines*, *development shall* enhance *streetscapes* along existing streets and blocks and create well-designed *streetscapes* along any new streets and blocks by addressing:

(i) pedestrian comfort and safety through wider boulevards, where feasible;

(ii) activity on the street;

(iii) pedestrian and cycling amenities;

(iv) street *tree* preservation, planting and landscaping as set out in Section 4.3.2; and

(v) traffic calming and on-street parking.

b) Mixed-use buildings *should* be set back at grade sufficient to create wide boulevards that accommodate pedestrians, street *trees* and active at-grade uses. The Downtown Placemaking and Urban *Design Guidelines shall* provide direction on the extent of building setback from the curb along Retail Main Streets and Mixed Use Streets.

c) *Development* and re-development *should* provide for street *tree* preservation and planting in accordance with Section 4.3.2 and the Downtown Streetscape Guidelines to ensure:

(i) the preservation and placement of *trees* and *significant* vegetation are accommodated on public and private lands; and

(ii) the requirements for placement and optimal growing conditions for street *trees* are addressed.

d) The City *may* explore opportunities to design segments of Brant Street as a *flex street* or shared street where appropriate and feasible in order to support special events and pedestrian movement.

e) Additional streets in the Downtown *may* be designed as a *flex street* or shared street in accordance with the Downtown Streetscape Guidelines.

8.1.1(3.18.3) PARKS AND OPEN SPACES

a) The design and *development* of parks, urban squares, promenades and other open spaces will be guided by the policies of this Section as well as Sections 3.3 and 8.1.1(3.14) of this Plan.

b) The parks and open space system will include public and private open spaces that are well designed, connected and publicly accessible.

c) Parks and open spaces within the Downtown will be planned and designed to**:**

(i) integrate the Natural Heritage System and *key hydrologic features*;

(ii) integrate *cultural heritage resources*;

(iii) promote high visibility with prominent frontage on a public street, where appropriate;

(iv) improve pedestrian and cycling access within the community;

(v) accommodate active and passive recreation opportunities;

(vi) protect and enhance the *urban forest* as per Section 4.3; and

(vii) create safe and comfortable settings for community events and individual use.

d) Privately Owned Publicly Accessible Open Spaces (POPS) provided as part of a *development shall* be designed to contribute to the parks and open space network of the Downtown by:

(i) including connections and through routes and features such as widened sidewalks, urban squares, courtyards, plazas and places for informal community uses;

(ii) reinforcing a strong public open space character;

(iii) providing for year round use;

(iv) using durable materials and elements of interest such as special landscape features or public art; and

(v) providing for a maintenance and management regime that is covered by the owner of the POPS.

e) Hard and soft landscape elements within urban squares and POPS *should* be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas, as well as the relationship between adjacent buildings and the *streetscape*.

8.1.1(3.18.4) PUBLIC ART

a) As per Section 3.4.3, public art is *encouraged* as part of all large scale private *developments* and capital projects.

b) In addition to locations within the Downtown identified within the Public Art Master Plan, the *City* will support the inclusion of public art along the waterfront, in parks, urban squares and POPS and in highly visible and publicly accessible locations to promote a sense of place.

8.1.1(3.18.5) PUBLIC VIEW CORRIDORS

a) Public view corridors are the views along the north-south streets to Lake Ontario. Any *development* on the south side of Lakeshore Road *shall* maintain a public view corridor to Lake Ontario.

8.1.1(3.19) BUILT FORM

A vibrant downtown is often the result of interesting and diverse buildings. The shape, size, quality and detailing of buildings have a *significant* impact on the character of an area. The built form of buildings can also have an impact on the *compatibility* with adjacent areas with differing built form. The policies contained in this section provide guidance for new *development* to ensure that it fits into the

existing *physical character* and planned context of a precinct, is *compatible* with adjacent built form makes a positive contribution to the downtown.

Mid-rise buildings are the 'in between' *scale* of building with a good relationship to the street. Mid-rise defines or creates walls to the street that are tall enough to provide an urban feel to the street, but low enough to let the sun in and open the view to the sky from the street. They support a comfortable pedestrian environment, and can animate the street by lining the sidewalk with doors and windows with active uses including stores, restaurants, services, grade related apartments, and community uses.

The *development* of *tall buildings*, particularly within the Downtown, comes with more responsibility and obligations than a *mid-rise buildings* or *low-rise buildings*. *Tall buildings* have a greater potential to change the skyline, impact adjacent lower *scale* buildings and their outdoor *amenity areas* and impact the pedestrian experience along the street. Existing and planned context informs the appropriate fit for a tall building to limit any impacts to the adjacent and surrounding lands.

Built form transitions are important to ensure *compatibility* between buildings of different heights and densities particularly adjacent to the Residential Low-Density designations and the Low-Rise Neighbourhood Precincts.

8.1.1(3.19.1) GENERAL POLICIES

a) Buildings *shall* be designed and placed on a site to be *compatible* with adjacent *development*, *cultural heritage resource*, parks and open spaces and *abutting streetscapes* and provide for:

(i) transitions in height and *massing*;

(ii) adequate setbacks between buildings, the *public realm* and adjacent or *abutting development*;

(iii) comfortable microclimatic conditions including sunlight access and pedestrian-level wind conditions;

(iv) public safety, and adequate privacy conditions for residential buildings and their outdoor *amenity areas*;

(v) reduced light pollution through the implementation of dark-sky principles; and

(vi) safe connections to pedestrian and cycling routes and convenient access to public transit.

b) *Development should* be designed to:

(i) incorporate architectural detailing and features to increase comfort, add interest and achieve a strong relationship with the street and adjacent *development*;

(ii) orient primary facades and locate pedestrian entrances to face the public street and on corner *lots* to face the corner of the *lot* or the public street with a higher priority for pedestrian access as determined by the *City* except along Retail Main Streets where the size and appearance of residential lobbies are to be minimized as per Policy 8.1.1(3.21)i)(vii);

(iii) *encourage* human interaction and activity at the street level and avoid blank facades along public streets and public spaces;

(iv) allow space for activities such as vending and outdoor seating along commercial frontages;

(v) provide security and privacy for residential units at street level through increased setbacks and separation from the *public realm* by landscaping, low walls, porches and other design elements;

(vi) minimize the appearance of parking garage entrances and provide screening of parking along public streets;

(vii) provide screening of service areas, service building elements and utilities;

(viii) provide design elements and treatments to minimize bird strikes; and

(ix) minimize the appearance of rooftop mechanical equipment by screening mechanical penthouses and incorporated them into the overall design of a building,

c) *Development shall* incorporate measures to mitigate impacts with respect to building overlook and privacy where the site is adjacent to a property located within an area designated Residential – Low Density or within the Low-Rise Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area or Schedule D: Land Use – Downtown Urban Centre, of this Plan, respectively.

8.1.1(3.19.2) MID-RISE BUILDINGS

a) Where retail at grade is not required, residential uses on the ground floor *shall* provide adequate public/private transition, through a minimum setback from the property line as set out in the zoning by-law.

b) The streetwall height of a *mid-rise building shall* not exceed 80% of the width of the adjacent street right-of-way. Where the property abuts two streets,

the streetwall height *shall* be based on the width of the narrower street. The streetwall height of *mid-rise buildings* in the Downtown *shall* not exceed 6 storeys;

c) Additional stepbacks above the streetwall height *shall* be provided to minimize the perception of building mass from the sidewalk. *The Downtown Placemaking and Urban Design Guidelines shall* provide direction on the nature and extent of stepbacks.

d) In order to achieve an appropriate transition as described in Section 8.1.1(3.19.4), a *mid-rise building may* need to have lower heights than the maximum permitted.

8.1.1(3.19.3) TALL BUILDINGS

a) Within the downtown, tall buildings are defined as 12 storeys in height or taller.

b) Tall buildings *shall* consist of a base building (*podium*), a middle (tower), and a tower top, which *should* be designed as an integrated whole.

c) Tall buildings, within the downtown, *shall* be designed to:

(i) Provide a minimum separation distance of thirty (30) m from another *tall building*, measured above the *podium* and excluding balconies;

(ii) Not exceed a maximum floor plate of 750 sq. m. for the tower portion above the *podium*, excluding balconies;

(iii) Provide outdoor amenity space on site;

(iv) Articulate tall building towers with high-quality, *sustainable* building materials and finishes to promote design excellence, innovation and building life;

(v) Provide a minimum tower stepback of three (3) m from the *podium* facing all street, park and open space frontages, except where more specific guidance on stepbacks are provided in this plan. Tower stepbacks of greater than three (3) m are *encouraged* and *may* be required for *tall building* to fit harmoniously within the surrounding *physical character*, including sites that contain or are adjacent to *cultural heritage resources*; and

(vi) Provide a *podium* no higher than 3 storeys.

d) The design of balconies *should* maximize usability, comfort, and building performance, while minimizing *negative impacts* on the buildings mass, *public realm*, and *natural environment* by:

(i) Avoiding placement that *significantly* increases the physical and apparent *massing* of the building; and

(ii) Providing for appropriate minimum depths that offer privacy and comfort.

e) Sites that cannot provide the minimum tower separation distance of thirty (30) m or greater *may* not be appropriate for tall buildings.

f) Where an *office* building is proposed, the built form requirements of Subsection 8.1.1(3.19.3) c) ii) for a maximum floor plate of 750 m2 *shall* not apply to the *office* building component.

g) In order to achieve an appropriate transition as described in Section 8.1.1(3.19.4), a *tall building may* need to have lower heights than the maximum permitted.

8.1.1(3.19.4) TRANSITION

a) Where a *tall building* or *mid-rise building* is proposed adjacent to a *lot* in a Residential Low-Density designation shown on Schedule D: Land Use – Downtown Urban Centre, of this Plan or a Low-Rise Neighbourhood Precinct shown on Schedule D: Land Use – Downtown Urban Centre of this Plan, a transition is required to reduce the potential for shadowing, pedestrian-level wind impacts and overlook on neighboring properties. The transition *shall* entail a 45-degree angular plane applied from the rear property line directly *abutting* any Residential Low-Density designation or Low-Rise Neighbourhood Precinct.

b) Where a 45-degree angular plane is applied, no portion of the *mid-rise building* or *tall building shall* extend into the 45-degree angular plane, and the new building form *shall* utilize setbacks and step-backs to ensure any impacts related to the change in height, overlook, shadowing, and pedestrian level wind impacts are mitigated.

c) Notwithstanding Subsection 8.1.1(3.19.4) b), *ground-oriented dwellings* up to 3 storeys in height, located on site with *mid-rise buildings* and/or *tall buildings*, *may* extend into the 45-degree angular plane provided the *ground-oriented dwellings* are setback at least 7.5 metres from the rear *lot* line.

d) Where an angular plane is not required, transitions between different built forms *should* be achieved through various built form and urban design elements set out in 8.1.1(3.19.4) g) and the *Downtown Placemaking and Urban Design Guidelines*.

e) Where a *tall building* or *mid-rise building* is separated by a public road from a Residential – Low Density designation as shown on Schedule C: Land Use –

Urban Area or a Low-Rise Neighbourhood Precinct as shown on Schedule D: Land Use - Downtown Urban Centre, a transition *shall* also be required although the separation of the public road *shall* be considered in the extent of transition required. The Downtown Placemaking and Urban *Design Guidelines shall* provide greater direction on the means of transition.

f) A transition *should* also be considered between a proposed *tall building* or *mid-rise building* and a *ground-oriented dwelling* in the same precinct although use of a 45-degree angular plane will not be required. The Downtown Burlington Placemaking and Urban *Design Guidelines shall* provide greater direction on the means of transition.

g) Transitions required in Subsections 8.1.1(3.19.4) d) e) and f) *may* take the form of setbacks, step backs, reduced overall building heights from the maximum permitted on Schedule D-2: Downtown Urban Centre Heights, of this Plan, intervening built form, smaller building and tower floorplates, separation distance, placement and orientation on a *lot*, or through varying building heights and terracing. In some circumstances, assembly of additional properties *may* be needed in order to provide an appropriate transition.

h) Where there is a transition from a tall building to a mid-rise building, adequate separation *should* be provided between the tower component of a *tall building* and the nearest part of the *mid-rise building* to minimize overlook, shadowing and pedestrian-level wind impacts as set out in the Downtown Placemaking and Urban *Design Guidelines*.

i) The *City*'s implementing Zoning By-law *shall* establish appropriate regulations to guide *development* which:

(i) considers *physical character* including site orientation, building design and building height; and

(ii) ensures a consistent and *compatible* separation distance is maintained between a *development* and lands within a Low-Rise Neighbourhood Precinct shown on Schedule D: Land Use – Downtown Urban Centre, of this Plan or Residential – Low Density designation shown on Schedule C: Land Use – Urban Area.

8.1.1(3.19.5) PARKING, LOADING, AND SERVICE

a) The *City* will explore opportunities for public-private partnerships to expand the supply of public parking in the Downtown within existing or proposed *developments*.

b) Parking will be *encouraged* to be located underground, or in well designed parking structures, or where required at grade to support street related retail and *service commercial* uses, it *may* be permitted in a side yard or rear yard.

c) Service, loading and garbage storage areas will be internal to the building or, if that is not feasible, located at the rear or side of the building and screened from public view.

d) Where parking is located in structures above ground, active uses *shall* be provided at the ground level facing the street or the Pedestrian Promenade and adequate screening *shall* be provided of vehicles on floors above grade.

e) Vehicular access to underground parking *shall* not be located on a Retail Main Street and *should* be avoided where possible on a Mixed Use Street and a Green Connector Street.

f) The City *may* consider reduced parking requirements for uses located within a *conserved built heritage resource* where it is demonstrated through a site-specific Zoning By-law amendment or minor variance application that the parking reduction would support the *cultural heritage resource conservation* objectives of Sections 3.5 and 8.1.1(3.23) of this Plan and where the *City* is satisfied that the parking reduction can be accommodated without causing unacceptable impacts on adjacent properties.

8.1.1(3.19.6) MICROCLIMATE (WIND AND SHADOW)

a) Within the Downtown, *tall buildings* and *mid-rise buildings* can have an effect on the micro-climate (wind and shadows) and pedestrian experience of the *public realm*. To mitigate adverse impacts on the downtown *public realm*, applicants for *development shall* be required to submit a shadow study and a pedestrian-level wind study, demonstrating how any adverse impacts can be mitigated to acceptable levels.

b) Shadow and pedestrian-level wind studies *should* comply with the requirements in the *Shadow and Pedestrian Level Wind Study Guidelines* and terms of references.

8.1.1(3.20) COMPREHENSIVE BLOCK PLANS

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

8.1.1(3.20.1) POLICIES

a) Comprehensive block plans *shall* provide a framework for the distribution of *development* and provide design direction on streets and blocks, land use, parks and open space, building *massing*, building setbacks, *public realm* and *streetscapes*, parking and access, landscape, pedestrian connections and heritage integration.

b) A comprehensive block plan will be prepared for lands within the Mid Brant Precinct as required by Subsection 8.1.1(3.7.1) f).

c) The comprehensive block plan *shall* be completed and approved prior to the approval of any *development application* within the block plan area.

d) Landowners within a block plan area are *encouraged* to work together to complete the comprehensive block plan, but an individual landowner *may* complete the comprehensive block plan for the entire block plan area if other landowners decide not to participate.

e) A comprehensive block plan and accompanying document prepared in accordance with an approved terms of reference *may* include, among other things, the following:

(i) Precinct identity and character;

(ii) the proposed layout of streets, lanes and *development* blocks;

(iii) the transportation and *active transportation* network, including pedestrian, cycling and transit stops;

(iv) the location of required parks and open spaces and any public service and/or institutional uses;

(v) the appropriate mix of land uses;

(vi) the protection of the natural heritage system in accordance with Section 8.1.1(3.5);

(vii) Stormwater management;

(viii) *conservation* of *cultural heritage resources* in accordance with Sections 3.5 and 8.1.1(3.19);

(ix) the distribution of height and density having regard for transition to existing low-rise neighbourhoods and appropriate relationships between built form, streets and open spaces;

(x) the location of publicly accessible walkways and vehicular access driveways, including mid-block connectors and potential surface parking areas;

(xi) the size and location of privately owned publicly accessible open spaces (POPs);

(xii) the identification of existing landmarks or locations for new landmarks and any special requirements for building orientation architectural features and public art;

(xiii) *sustainable* best practices;

(xiv) other specific urban design issues that will be addressed in implementing plan(s) of subdivision, zoning standards and site plan approvals, based on the Downtown Burlington Placemaking and Urban *Design Guidelines*; and

(xv) phasing of *development* including all relevant information required to evaluate the phasing plan.

8.1.1(3.21) RETAIL STREETS

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

Redevelopment and changing tenants along Retail Streets, need to maintain and support the character and continuity of the retail street. Built form on these streets *should* respect the existing physical characteristics of the street, respond to changing markets, and promote community identity and character.

8.1.1(3.21.1) POLICIES

a) Retail, *service commercial* and *office* uses at-grade *may* be developed in the Downtown Urban Centre in accordance with Schedule D-1: Downtown Retail Streets, of this Plan, and in accordance with the following:

(i) along Retail Main Streets, retail or *service commercial* uses *shall* be required continuously at grade in buildings having frontage on to public streets and the Elgin Promenade;

(ii) along Mixed Use Streets, retail, *service commercial* or *office* uses *shall be permitted and may* be required in the zoning By-law continuously at grade in buildings having frontage on to public streets.

b) *The Zoning By-law shall establish* a minimum floor-to-floor height at the ground floor, to support retail and *service commercial* uses at grade and to facilitate land use flexibility and adaptability over time.

c) The Zoning By-law *shall* establish a maximum frontage at grade of approximately 7 to 10 metres for *individual retail and service commercial units*, along Retail Main Streets in order to maintain the existing character of small shops along the Retail Main Streets and to achieve a vibrant, active and animated built environments in the Downtown Urban Centre. Despite this maximum frontage, a retail or *service commercial* operation could occupy more than one individual retail and *service commercial* unit.

d) The Zoning By-law *shall* also establish a minimum floor area at grade for new *individual retail and service commercial units* to ensure the unit size is viable for a range of retail and *service commercial* uses.

e) Along Retail Main Streets, the existing retail GFA *shall* at a minimum be replaced in any new *development*.

f) Retail buildings and the ground floor of mixed-use buildings *should* be designed to:

(i) Emulate the eclectic, small-shop look and feel, especially along Retail Main Streets through distinct design of each *individual retail and service commercial unit*;

(ii) Maintain a fine grain of entrances along the street edge that reflects the character and rhythm of the street

(iii) Contain clear glazing on windows and doors along front facades to ensure active store frontages;

(iv) Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;

(v) Restrict, where possible, residential lobbies along Retail Main Street frontages and direct them to side streets or rear entrances;

(vi) Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways where possible and not from the Retail Main Street frontage;

(vii) Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

(viii) Articulate storefront window treatments;

(ix) Provide articulation with awnings, arches, canopies and colonnades where appropriate; and

(x) Accommodate different space needs of changing retail and *service commercial* tenants including restaurants with minimal re-construction.

8.1.1(3.22) DOWNTOWN MOBILITY

a) *Development* will support the achievement of the multimodal transportation objectives and policies of Section 6.2.1 of this Plan.

8.1.1(3.23) DOWNTOWN CULTURAL HERITAGE RESOURCES

a) The protection and *conservation* of *cultural heritage resources shall* be in accordance with the policies of Section 3.5 of this Plan and the following policies.

b) The integration of *cultural heritage resources* into any new *development shall* be the preferred means of *conserving cultural heritage resources.*

c) Any *development* located in close proximity to *cultural heritage resources* shall be *sensitive* to the *cultural heritage* context of the street and not just of the immediately adjacent buildings, to maintain the character of those areas.

d) The *City* will undertake a cultural heritage evaluation of potential *cultural heritage resources* and potential *cultural heritage landscapes* in the Downtown to determine if any *should* be listed on the Municipal Register and/or designated pursuant to The *Ontario Heritage Act* and/or protected through amendments to the *City*'s Official Plan or *design guidelines*.

(i) The *City may* prioritize the cultural heritage evaluation of potential *cultural heritage landscape* study areas and potential *cultural heritage resources* identified in Appendix A-2: Potential Cultural Heritage Study Areas: Downtown.

(ii) In the case of a *development application* within lands identified as potential *cultural heritage resource*, as identified in Appendix A-2: Potential Cultural Heritage Study Areas: Downtown, prior to the completion of a Cultural Heritage Evaluation of the same lands by the *City*, the proponent of the *development application shall* be required to submit a Heritage Impact Study as part of a complete application, in accordance with Policy 3.5.2(5) of this Plan.

(iii) In the case of a *development* application within lands identified as potential *cultural heritage landscape* study areas, as identified in Appendix A-2: Potential Cultural Heritage Study Areas: Downtown, prior to the completion of a Cultural Heritage Evaluation of the same lands by the *City*, the proponent of the *development* application *shall*

be required to submit, as part of a complete application, a *Cultural Heritage Landscape* Impact Assessment in accordance with the policies of 3.5.2(5.1) of this Plan.

(iv) Approval of *development* on lands identified as potential *cultural heritage resources* or potential *cultural heritage landscape* study areas as identified in Appendix A-2: Potential Cultural Heritage Study Areas: Downtown *may* be subject to the implementation of the recommendations of a Heritage Impact Study or *Cultural Heritage Landscape* Impact Assessment completed in accordance with 8.1.1(3.23)(d)(ii) or (iii).

8.1.1(3.24) COMMUNITY BENEFITS

a) Height, density and/or *intensity* permissions stated within all Downtown Urban Centre precincts *shall* be inclusive of the provision of any and all community benefits which *may* be required as part of the approval of a *development* to the satisfaction of the *City.*

b) Community benefits *shall* not be required for infill *development* within any Low-Rise Neighbourhood Precinct.

c) The identification of specific community benefits to be provided as part of a *development shall* be based on the needs and objectives of the Downtown Urban Centre as a whole, and *shall* be determined by *City* staff on a case-by-case basis or through a *city* wide and/or Downtown specific study and *may* be implemented through agreements and/or *development* conditions required as part of the approval of a *development application*.

d) Where the Province establishes a specific standard and process for determining community benefits, the standard *shall* be applied to the approval of a *development application* instead of the process set out in Policy 8.1.1(3.24) c).

8.1.1(4) UPTOWN URBAN CENTRE

The Uptown Urban Centre will continue to develop as a unique and identifiable secondary Urban Centre to the Downtown, anchored at the intersection of Appleby Line and Upper Middle Road. The centre is an important destination for a wide variety of *employment*, shopping, leisure and residential opportunities in north-east Burlington.

Uptown will be characterized by *development* in a *compact built form*, which incorporates a high level of urban design and which contributes to the centre's *development* as a pedestrian and transit-oriented community.

The centre will also be characterized by a mix of land uses both within individual *developments* and the centre as a whole, which are complementary to each other and which *shall* support the continued *development* of the centre into a complete urban centre.

Uptown will also have *development intensities* which are generally higher than the surrounding communities. The highest *intensity development shall* be located in proximity to the intersection at Appleby Line and Upper Middle Road. Additional corridors of *intensity* will be located immediately along the following corridors: Appleby Line; Upper Middle Road; and Corporate Drive east of Appleby Line.

The Uptown Urban Centre will be developed through multiple phases of *development* over time. Initial phases of *development may* have occurred at *intensities* which are less than the maximums permitted and *may* not be representative of future *development* objectives for the centre.

8.1.1(4.1) GENERAL OBJECTIVES

a) To establish Uptown as an Urban Centre composed of retail and *service commercial, employment*, residential and *public service facility* uses providing a focus for north-east Burlington.

b) To maintain the existing supply of *employment* lands and expand opportunities for higher *intensity office development* on those lands.

c) To provide a range of commercial uses in a *compact built form* to serve the general needs of the Uptown Urban Centre residents, as well as specialized functions for the broader north-east Burlington community.

d) To provide a range of housing types to accommodate a diverse population.

e) To establish a height peak in built form at the intersection of Appleby Line and Upper Middle Road with other buildings terracing back from the intersection.

f) To establish a variety of social, *cultural* and *entertainment* uses which ensure that the Uptown Urban Centre is an active and engaging area during and after traditional business hours.

g) To ensure that *development* results in the *intensification* of surface parking lots and under-utilized lands and buildings and the creation of a diverse neighbourhood with a fine grain road network and open spaces throughout the Urban Centre.

h) To foster interconnectedness of land uses across the transportation network of Appleby Line and Upper Middle Road, through the creation of neighbourhood blocks and the provision of *complete streets*.

i) To create a definable and pedestrian-oriented *streetscape* characterized by active uses at grade and a high quality of urban design on both private and public lands.

j) To ensure that *development* caters to the pedestrian by creating active and engaging spaces at grade.

k) To ensure that the design of parks and other open spaces recognize the urban character of the area and accommodate a wide range of passive and active public recreational amenities which fulfill the needs of a diverse population.

l) To recognize and promote opportunities for the *utility* corridor, located parallel to Upper Middle Road, to serve as a functional public *non-intensive recreational* amenity and a primary linkage between the Uptown Urban Centre and surrounding neighbourhoods.

m) To provide a *multi-modal,* efficient and safe transportation system which accommodates the movement of people and goods within and through the Uptown Urban Centre by various *modes,* including walking, cycling, transit and automobile.

n) To ensure that the Uptown Urban Centre is a focus for the provision of transit in north-east Burlington by providing access to *frequent transit corridors* and connections to surrounding neighbourhoods, the Downtown, and other important key destinations including regional transit connectors.

o) To ensure that parking requirements for all uses are shared where possible and based on the communal needs of the Uptown Urban Centre as a whole.

8.1.1(4.2) GENERAL POLICIES

a) The subdivision of large parcels is *encouraged,* where such proposals *shall* create opportunities for *intensification* and the provision of new public rights-of-way, where appropriate.

b) Common design elements, such as, but not limited to, streetlights, s*treet* signs and banners, *shall* be established within the public rights-of-way within the Uptown Urban Centre in order to establish a unique neighbourhood identity.

c) Notwithstanding the general objectives and policies established for the Uptown Urban Centre, commercial *development* in the form of minor expansions and renovations to existing buildings, new small buildings and/or minor building replacements that are consistent with the existing *scale* and built form *may* be permitted, provided the proponent demonstrate how the *development* contributes to achieving a vibrant, active and walkable built environment and does not compromise the long-term *development* of the site.

8.1.1(4.3) SITE-SPECIFIC POLICIES

a) **2000, 2010, 2020, 2030, 2036, 2040, 2050, 2060, 2070, and 2080 Appleby Line:** Future development of the lands bounded by Appleby Line, Upper Middle Road and the rail line *shall* be considered comprehensively. The comprehensive *development* of the site *shall*:

(i) achieve a minimum building height of two (2) storeys;

(ii) consider the incorporation of the continuation of a public right of way from Dryden Avenue to the site, and the *development* of a pedestrian overpass over the rail line in accordance with Schedule Q: Trails Strategy, of this Plan;

(iii) submit and implement, to the satisfaction of the *City,* a phasing strategy that demonstrates that the *development* does not adversely impact the long-term provision of goods and services as the site transitions to its complete stage of *development;* and

(iv) achieve a significant reduction of parking at grade when *tall buildings* are proposed.

b) **1309 Appleby Line:** Future *development* of the block located at the north-east corner of Appleby Line and Mainway, identified as 1309 Appleby Line, *shall* be considered comprehensively and *shall* require the proponent to submit and implement an *urban design brief* in accordance with the policies of Subsection 7.1.2 e) of this Plan.

8.1.1(4.4) UPTOWN CORE DESIGNATION

8.1.1(4.4.1) OBJECTIVES

a) To accommodate the highest *intensity* mixed use *development* and tallest buildings in a *compact built form*, in close proximity to the primary intersection at Appleby Line and Upper Middle Road.

b) To provide opportunities for a range of retail and *service commercial* uses, and *public service facilities* in locations that meet residents' goods and service needs.

c) To protect the planned commercial function in Uptown Core lands.

d) To *encourage* new *development* to be in a more *compact built form*.

e) To *encourage* the *development* of surface parking lots and the *intensification* of under-utilized lands and buildings into *complete communities*.

f) To ensure that *development* of Uptown Core lands contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods.

8.1.1(4.4.2) POLICIES

a) The following uses *may* be permitted on lands designated Uptown Core:

   (i) residential uses with the exception of single-detached and semi-detached dwellings;

   (ii) retail and *service commercial* uses;

   (iii) *office* uses;

   (iv) *entertainment uses*;

   (v) hotel uses; and

   (vi) *recreation uses*.

b) Uses which *may* be permitted at-grade within a building *shall* be limited to the following:

   (i) retail and *service commercial* uses;

   (ii) a limited amount of *office* uses;

   (iii) hotel uses;

   (iv) *entertainment uses*; and

   (v) live/work residences.

c) Other forms of *ground-oriented dwellings may* be permitted, provided that the *ground-oriented* residential portion of the *development*:

(i) abuts new streets;

(ii) is developed in conjunction with, and is part of, a multi-storey mixed use *development*; and

(iii) does not compromise the objectives of the Uptown Core designation.

d) A maximum *floor area ratio* of *development* of 3.5:1 is an appropriate built form in Uptown Core lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Uptown Core designation are maintained.

e) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed twenty (20) storeys.

f) Any proposed *development* of sites designated Uptown Core *shall* retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.1(4.4.1) b) and c) of this Plan, to the satisfaction of the *City*.

g) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Uptown Core areas.

8.1.1(4.5) UPTOWN CORRIDOR DESIGNATION

8.1.1(4.5.1) OBJECTIVES

a) To accommodate moderate *intensity* mixed use *development* which is located adjacent to major transportation corridors within the Uptown Corridor.

b) To ensure *development* along the Uptown Corridor designation provides a safe, accessible and attractive pedestrian environment.

8.1.1(4.5.2) POLICIES

a) The following uses *may* be permitted on lands designated Uptown Corridor:

(i) residential uses, with the exception of single and semi-detached dwellings, only on lands located north of Upper Middle Road and west of Appleby Line as well as lands located south of Upper Middle Road and east of Appleby Line;

(ii) retail and *service commercial* uses;

(iii) *office* uses;

(iv) *entertainment uses*;

(v) hotel uses; and

(vi) *recreation uses*.

b) Uses which *may* be permitted at grade within a building *shall* be limited to the following:

(i) retail and *service commercial* uses;

(ii) a limited amount of *office* uses;

(iii) hotel uses;

(iv) *entertainment uses*; and/or

(v) live/work residences.

c) A maximum *floor area ratio* of *development* of 2.5:1 is an appropriate built form in Uptown Corridor lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Uptown Corridor designation are maintained.

d) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed eleven (11) storeys.

e) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Uptown Corridor areas.

f) *Development should* be designed in a manner which allows for a continuous block face to be established across multiple *developments* and/or sites when located adjacent to a public right-of-way.

g) Surface parking areas *shall* not b*e* located between a building and a public right-of-way.

8.1.1(4.5.3) SITE-SPECIFIC POLICY

a) **1830 Ironstone Drive:** In addition to the uses permitted in Subsections 8.1.1(4.5.2) a) and b) of this Plan, on the property described as 1830 Ironstone Drive, the retail sales of building and construction materials is

permitted in one freestanding building with a maximum floor area of twelve thousand (12,000) sq. m.

8.1.1(4.6) UPTOWN LOCAL CORRIDOR DESIGNATION

8.1.1(4.6.1) OBJECTIVES

a) To accommodate lower *intensity* residential *development*, which *may* include small-scale commercial uses at grade that support the daily needs of the immediate neighbourhood. Lands designated Uptown Local Corridor *shall* be located along Corporate Drive within the Uptown Urban Centre.

b) To ensure *development* along Uptown Local Corridor lands provides a safe, accessible and attractive pedestrian environment.

8.1.1(4.6.2) POLICIES

a) The following uses *may* be permitted on lands designated Uptown Local Corridor:

(i) residential uses, with the exception of single-detached dwellings;

(ii) retail and *service commercial* uses; and

(iii) *office* uses.

b) *Office*, retail and *service commercial* uses *may* be permitted, provided that:

(i) the use is located at grade; and

(ii) the use is located within a building containing residential uses above the first storey.

c) A maximum *floor area ratio* of *development* of 1.0:1 is an appropriate built form in Uptown Local Corridor lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Uptown Local Corridor designation are maintained.

d) The minimum building height *shall* be two (2) storeys and the maximum building height *shall* not exceed four (4) storeys.

e) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Uptown Local Corridor areas.

f) *Development should* be designed in a manner which allows for a continuous block face to be established across multiple *developments* and/or sites.

g) Surface parking areas *shall* not be located between a building and a public right-of-way.

8.1.1(4.7) UPTOWN RESIDENTIAL - LOW-RISE NEIGHBOURHOODS II DESIGNATION

8.1.1(4.7.1) OBJECTIVE

a) To preserve the existing established, lower *intensity* residential neighbourhood area located east of Appleby Line.

8.1.1(4.7.2) POLICIES

a) The policies contained in Subsection 8.3.4, Subsections 8.3.7 through 8.3.10, and Subsection 8.7.2 of this Plan, *shall* apply to lands designated Uptown Residential - Low-Rise Neighbourhoods II.

b) Notwithstanding Subsection 8.1.1(4.7.2) a) of this Plan, single-detached dwellings *shall* not be permitted on lands designated Uptown Residential-Low-Rise Neighbourhoods II.

8.1.1(4.7.3) SITE-SPECIFIC POLICY

a) **1309 Appleby Line:** Notwithstanding the policies of Subsection 8.1.1(4.7.2) of this Plan, on the lands designated Uptown Residential-Medium Density on the west side of Lampman Avenue, south of Corporate Drive, currently identified as 1309 Appleby Line, increases to density beyond the permissions established in Subsection 8.3.4 (1) b) *may* be considered through a zoning by-law amendment. *Development* of the site *shall* be undertaken consistent with the provisions of Subsection 8.1.1(4.3) b) of this Plan.

8.1.1(4.8) UPTOWN BUSINESS CORRIDOR- EMPLOYMENT DESIGNATION

8.1.1(4.8.1) OBJECTIVES

a) To accommodate mixed use *development* in a *compact built form* along major corridors, where the primary intent of the *development* is to ensure an *employment* function on these lands which are *compatible* with adjacent *sensitive land uses*.

b) To accommodate, subject to meeting criteria, a wide range of small-*scale* retail and *service commercial at* grade, which are intended to serve employees located within the same building and the immediate area.

8.1.1(4.8.2) POLICIES

a) The following uses *may* be permitted on lands designated Uptown Business Corridor-Employment Lands:

(i) *office* uses, including research, development and information processing uses;

(ii) light assembly and manufacturing uses compatible with abutting residential uses in buildings containing other permitted uses;

(iii) hotel, conference and convention uses;

(iv) *entertainment uses*;

(v) *recreational uses*; and

(vi) *accessory* retail and *service commercial* uses, excluding *automotive commercial uses*.

b) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, *may* be permitted as follows:

(i) the proportion of the area of a building devoted to the display and/or sale of products *shall* be limited in the Zoning By-law, so that the space is *accessory* and clearly subordinate to the primary use of the building.

c) *Accessory* retail and *service commercial* uses *may* only be permitted provided that:

(i) the use is located at grade level; and

(ii) the use is located within a building containing or proposed to contain *employment* uses above the first storey.

d) A maximum *floor area ratio* of *development* of 2.0:1 is an appropriate built form in Uptown Business Corridor-Employment Lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Uptown Business Corridor-Employment designation are maintained.

e) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed eight (8) storeys.

f) Surface parking areas *shall* not be located between a building and a public right-of-way.

g) The addition of non-employment uses through a site specific Official Plan Amendment *shall* only be permitted where:

(i) the subject lands meet the overall policy intent of the Uptown Business Corridor Employment designation; and,

(ii) where the proposed *development* ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant the number of jobs proposed on the site *should* achieve 50 jobs per net hectare.

8.1.1(4.9) UPTOWN BUSINESS-EMPLOYMENT DESIGNATION

8.1.1(4.9.1) OBJECTIVE

a) To preserve the *employment* function on lands west of Appleby Line and provide for a broad range of *employment* and *office* uses which are generally *compatible* with *sensitive land uses* located in close proximity.

8.1.1(4.9.2) POLICIES

a) The following uses *may* be permitted on lands designated Uptown Business:

(i) *office* uses, including research, development and information processing uses; and

(ii) *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, communications, *utilities* and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause *adverse effects* related to noise, vibration, odours or dust.

b) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, *may* be permitted as follows:

(i) the proportion of the area of a building devoted to the display and/or sale of products *shall* be limited in the Zoning By-law, so that the space is *accessory* and clearly subordinate to the primary use of the building.

c) *Major retail* and residential uses are prohibited.

d) *Institutional uses* and *public service facilities may* be permitted, subject to the policies of Subsection 3.2.2 of this Plan.

e) A maximum *floor area ratio* of *development* of 1.0:1 for *industrial* uses and a maximum *floor area ratio* of *development* of 1.5:1 for *office* uses are regarded as an appropriate built form in Uptown Business-Employment lands. An increase to these *floor area ratios may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Uptown Business Employment lands designation are maintained.

f) The maximum building height *shall* not exceed four (4) storeys, except for *office* uses, where the maximum building height *shall* not exceed six (6) storeys.

g) The addition of non-*employment* uses through a site-specific Official Plan Amendment *shall* not be permitted.

8.1.1(4.10) NATURAL HERITAGE SYSTEM DESIGNATION

a) The objectives and policies for the *City's* Natural Heritage System within the Uptown Urban Centre are found in Section 4.2, Natural Heritage System, and Subsection 8.4.1, City's Natural Heritage System, of this Plan.

8.1.1(4.11) UPTOWN MAJOR PARKS AND OPEN SPACE DESIGNATION

a) The objectives and policies for this designation are found in Section 3.3, Parks, Recreation and Open Space, and Subsection 8.4.2, Major Parks and Open Space, of this Plan.

b) Amenities will be *encouraged* within the *utility* corridor which serve the recreation needs of the Uptown Urban Centre residents and which are generally *compatible* with the lands' primary purpose as a *utility* corridor. Amenities *may* include, but are not limited to, *community gardens,* pedestrian and bike pathways and/or off-leash dog parks.

c) Notwithstanding the policies of Section 6.3, Utilities, of this Plan, surface parking areas *shall* not be permitted within a *utility* corridor.

d) Parks and open spaces *shall* provide linkages with the surrounding *neighbourhoods* in a manner that promotes efficient pedestrian and/or cycling access to and from the Uptown Urban Centre.

8.1.1(4.12) TRANSPORTATION

a) The *City* will work collaboratively with the Region of Halton to ensure that Appleby Line and Upper Middle Road are designed in a manner which balances the traffic demands of these roadways with the need to accommodate *multi-modal* transportation, the elements of a *complete street*, and to facilitate the interconnectedness of land uses in the Uptown Urban Centre. As such, the *City* will *encourage* the Region of Halton to incorporate the following into any future plans for those portions of Appleby Line and Upper Middle Road which are located within the Uptown Urban Centre:

(i) avoiding road widening for the sole purpose of increasing capacity for single occupant automobiles;

(ii) incorporating reduced lane widths compared to standard Regional guidelines to reflect the surrounding urban, pedestrian oriented context of the area;

(iii) maintaining and expanding existing landscaped medians;

(iv) introducing *transit priority measures* including, but not limited to, reserved lanes for buses or other *higher-order transit* and/or traffic signal priority at intersections;

(v) wider pedestrian sidewalks;

(vi) dedicated cycling facilities; and

(vii) pedestrian-oriented street furniture, including sitting areas and transit shelters.

b) The Uptown Urban Centre Neighbourhood Connectors consisting of Heron Way, Ironstone Drive, and Imperial Way from Upper Middle Road to Ironstone Drive, as indicated on Schedule O-4, Classification of Transportation Facilities-Uptown Urban Centre, *shall:*

(i) provide an optional route of travel through the primary intersection of Appleby Line and Upper Middle Road for automobiles and transit;

(ii) provide direct connections for pedestrians and cyclists between the four quadrants of the Uptown Urban Centre;

(iii) make provision for on-street parking and lay-bys for visitors and shoppers in the Uptown Urban Centre; and

(iv) consist of reduced lane widths to decrease *scale* and promote a pedestrian and retail-oriented street.

c) On-street parking *may* be permitted on any street in the Uptown Urban Centre.

d) Sidewalks *shall* be provided on both sides of all streets and oriented in a manner to maximize efficient and safe travel for all pedestrians.

e) Segregation of cycling lanes from the main roadway throughout the Uptown Urban Centre will be *encouraged*, where feasible, and *may* include cycle tracks or off-road pathways.

f) New public rights-of-way established through the subdivision of large parcels *shall b*e designed in a manner which provides for safe and efficient pedestrian and transit connections within the Uptown Urban Centre.

g) Opportunities to connect new *development* with existing neighbourhoods and *public service facilities*, including parks, *shall* be a priority, including proposed Trails and Critical On-Road Connections as identified on Schedule Q: Trails Strategy, of this Plan.

8.1.2 MAJOR TRANSIT STATION AREAS

Major Transit Station Areas (MTSAs) are identified in the Regional Official Plan and the Growth Plan. Boundaries of the *major transit station areas* and identification of minimum density targets will be confirmed through the Region of Halton's *municipal comprehensive review* in conformity to the Province's Growth Plan. Policies in this section *shall* apply to the MTSA Special Planning Areas as identified on Schedule B and Downtown Urban Growth Centre Boundary as identified on Schedule B.

MTSAs are important components of the city's Urban Structure, Growth Framework and transportation network, 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 *development* that will accommodate a significant share of the city's future population and employment growth to 2031 and beyond.

The policies in this section do not provide land use designations; rather this section will serve a transitional role to guide new *development applications* which precede the development of *area-specific plans* in each *MTSA*. Upon the completion of an *area-specific plan*, all new objectives, policies and land use designations pertaining to individual *MTSAs* will be found in this section, with the exception of those for the Downtown, which are found in Subsection 8.1.1(3) of this Plan.

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*:

1. MTSAs on Regional Express Rail (RER)

    a) 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.

    b) 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.

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 of Halton's *municipal comprehensive review* will confirm specific growth targets and *MTSA* boundaries. Further, *area-specific plans* will be prepared for these areas to establish a comprehensive vision for future *transit-supportive development* in each *MTSA* on the RER.

2. MTSAs not on Regional Express Rail (RER)

The Downtown Burlington *MTSA* is not located on a Priority Transit Corridor nor is it supported by *higher order transit*, nor by *frequent transit* 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 *transit-supportive* built form that contributes to a vibrant, walkable and cycling-friendly *complete community*.

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.

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 minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the *MTSA* is not expected to be a significant driver for *intensification* beyond that which is required by the Downtown UGC.

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 *MTSAs* 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 *MTSAs* 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.

8.1.2(1) OBJECTIVES

a) To complete *area-specific plans* and/or major planning studies that establish long term *development* policies for *Major Transit Station Areas (MTSAs)*.

b) To develop the *MTSAs* into compact, pedestrian, environmentally *sustainable* and *transit-supportive* places each with a distinct character.

c) To promote *intensification* in order to achieve transit-supportive residential and *employment* density targets.

d) To require a mix of uses within *development* and throughout each *MTSA*, that will strengthen the live/work/shop relationship and support the creation of *complete communities*.

e) To provide a network of *complete streets* which provide for the efficient, accessible and safe movement of people and goods and which prioritize pedestrian, bicycle and transit activities.

f) To develop *MTSAs* into effective *multi-modal* transit station areas that provide seamless connections between different *modes* of transportation, including *frequent transit corridors*.

g) To ensure *MTSAs* have strong and integrated *multi-modal* connections with adjacent areas.

h) To prioritize the *development* of surface parking lots and the *intensification* of underutilized lands and buildings.

i) To support the retention and expansion of existing *employment* functions and *encourage* new employment functions and *employment* uses which are *compatible* with other uses and serve to make each *MTSA* an *employment* destination within the city.

j) To provide *low-rise*, *mid-rise* and *tall building* forms, where appropriate, that support a variety of demographics in *MTSAs.*

k) To provide opportunities for a range of small and medium-*scale* retail and *service commercial* uses that serve the needs of residents and employees in the *MTSAs.*

l) To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.

m) To ensure the provision of a range of open spaces and connections.

n) To ensure that there is an appropriate transition in *scale, intensity,* height, *massing* and spacing of *development* in including appropriate transitions between various land uses and built forms.

o) To enhance the existing *physical character* of Established Neighbourhood Areas, as identified on Schedule B-1: Growth Framework, of this Plan, within *MTSAs*.

p) To achieve design excellence in *MTSAs* that will *encourage* long-term investment and the creation of high quality and *sustainable* built forms in the *public* and private *realm.*

q) To prioritize and implement innovative *sustainable* practices and *infrastructure* related to energy, water, landscape and waste management that together assist with adapting to the impacts of a changing climate.

r) To target carbon neutrality in *MTSAs* through the use of district energy, *sustainable* building measures and other innovative approaches.

s) To plan for and provide *public service facilities* that support future population and job growth.

t) To direct an appropriate scale and intensity of *transit-supportive development* at each *MTSA* consistent with the *MTSA* typology in Subsection 8.1.2, Major Transit Station Areas, of this Plan, and in accordance with the Province's Transit Supportive Guidelines and Mobility Hub Guidelines.

u) To *encourage transit-supportive*, pedestrian-oriented and cycling-friendly *development* in a *compact built form*, while ensuring *compatibility* with the surrounding areas is achieved.

v) To ensure *development* establishes a high-quality *public realm* featuring a network of new and existing public squares, parks and open space that incorporate street trees, landscaping and vegetation.

w) To ensure *development* is consistent with the vision and intent of the *MTSA* typology.

8.1.2(2) POLICIES

a) The *City shall* complete *area-specific plans* or major planning studies to ensure that all *Major Transit Station Areas* are planned to implement mixed use *transit-supportive development* including employment uses, while ensuring *compatibility* with surrounding areas is achieved.

b) In advance of the completion of *area-specific plans* or major planning studies and the approval of the implementing Official Plan amendments for the *Major Transit Station Areas*, the policies contained in Subsection 8.1.2 of this Plan, *shall* apply to *development applications* in the MTSA Special Planning Areas and Urban Growth Centre, as shown on Schedule B, of this Plan.

c) *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 Section 8.1.2.

d) *Development applications* preceding the completion of an area-specific 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.

e) *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 each *MTSA may* not be 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.

f) 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*.

g) *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.

h) *MTSAs* will be priority locations for the following, but not limited to:

   (i) land assembly;

   (ii) *infrastructure* and *public service facility* improvements;

   (iii) creation and application of financial, regulatory and other incentives;

   (iv) new *public service facilities*;

   (v) creation and application of *brownfield* and *greyfield development* strategies;

   (vi) preparation of comprehensive traffic, *transportation demand management* and parking studies and strategies.

i) Multi-unit residential *developments should* incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.

j) *Transportation 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 Subsection 6.2.10, Transportation Demand Management.

k) *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.

l) 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*.

m) 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.

n) Major office, cultural and institutional uses *should* be located within each *MTSA*.

o) The *City* will *encourage* the *development* of food stores in *MTSAs*, 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 *MTSAs* as *complete communities*.

p) In addition to the policies contained in Subsection 6.2.3, Transit, 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:

   (i) Providing transit signal priority on Brant Street north of the Downtown to improve transit reliability and travel times;

   (ii) Exploring the potential for dedicated HOV and queue jump lands, when approaching the Burlington GO station along Fairview Street, and;

   (iii) Introducing additional transit and comfort shelters.

q) *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 *MTSAs*.

r) In addition to the development criteria in Subsection 12.1.2 (2.2) c), the following *development* criterion *shall* be satisfied when evaluating all *development applications* within each *MTSA*:

(i) the *development shall* be consistent with the vision and intent of the *MTSA* typology and policies contained in Subsection 8.1.2, Major Transit Station Areas, and maintain the land use vision established in the land use designations of this Plan.

8.1.2(3) DEVELOPMENT APPLICATIONS PRECEDING AN AREA-SPECIFIC PLAN

a) For the Downtown, as identified on Schedule D: Downtown Urban Centre, of this Plan, the objectives and policies of Urban Centres contained in Subsection 8.1.1 of this Plan, the Downtown Urban Centre contained in Subsection 8.1.1(3) of this Plan, *MTSAs* contained in this Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, *shall* apply.

b) For the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, as identified on Schedule F: Burlington GO MTSA Special Planning Area; Schedule G: Aldershot GO MTSA Special Planning Area; and Schedule H: Appleby GO MTSA Special Planning Area, of this Plan, the applicable objectives and policies for the underlying land use designations on Schedule C: Land Use-Urban Area, the objectives and policies for *MTSAs* in Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, *shall* apply.

c) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas preceding the completion of an *area-specific plan shall* have regard for Provincial guidelines for mobility hubs and transit, and *shall* implement Regional and Provincial *major transit station area* policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, *shall* have regard for the Mobility Hub Opportunities and Constraints Study (2014).

d) Multi unit residential *developments* in *MTSAs should* incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

e) All *development* proposals requiring a Transportation Impact Study *shall* address all *modes* of transportation, giving priority to *active transportation* and transit considerations, including *frequent transit corridors*.

f) *Transportation demand management (TDM)* measures *shall* be addressed, and form part of the *City's* evaluation of opportunities for reduced parking

standards in proposed *development* within *MTSAs,* subject to the policies of Subsection 6.2.10, Transportation Demand Management, of this Plan.

g) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within *MTSAs shall* submit and implement, to the satisfaction of the *City,* an *urban design brief* prepared by a *qualified person.* The brief *shall* demonstrate how the proposed *development* contributes towards achieving *MTSA* objectives for design and how the *development* is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan, and any applicable *design guidelines.*

h) All *development* within *MTSAs shall* consider opportunities to provide improved walking and cycling connections.

i) Established Neighbourhood Areas within *MTSAs* are subject to the policies contained in Subsection 2.4.2(3) of this Plan.

j) *Development* within *MTSAs* preceding the completion of an area-specific plan *shall* be subject to the applicable policies of Subsection 7.3.2 of this Plan.

8.1.2(4) BURLINGTON GO MAJOR TRANSIT STATION AREA

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.

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, recognizing the ongoing operations of some existing industrial sites.

The policies within this section of the Plan are applied to the lands located within the Burlington GO MTSA Special Planning Area, as shown on Schedule F: Burlington GO MTSA Special Planning Area.

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.

The policies in this section provide guidance to *development applications* that are received prior to the completion of the Region's *municipal comprehensive review* and preceding the completion of the *area-specific plan* for the Burlington GO *MTSA* and approval of the implementing Official Plan amendments, in addition to the underlying land use designation.

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 *transit-supportive development* and the objectives of a *complete community*. These lands have been divided into three areas, as shown on Schedule F-1 of this Plan.

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 & 2095 Fairview Street to the west and Rambo Hager Diversion Channel to the east.

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.

The following policies for these areas are intended to guide *development* in advance of the completion of an *area-specific plan* for the Burlington GO *MTSA*.

8.1.2(4.1) BURLINGTON GO MAJOR TRANSIT STATION AREA OBJECTIVES

a) To facilitate *transit supportive development* in the Burlington GO *MTSA* to achieve *multi-modal* access to the GO Station and connections to nearby *major trip generators*.

b) To establish a grid-oriented network of transportation connections throughout the Burlington GO *MTSA*.

8.1.2(4.2) BURLINGTON GO MAJOR TRANSIT STATION AREA POLICIES

a) In addition to the policies contained in Subsection 7.3.2 a) (v), Existing Community Areas, design plans for *development applications* located in the Burlington GO *MTSA shall* identify *active transportation* connections to the Burlington GO Station.

b) *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.

c) *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, other employment uses, including existing industrial, and institutions.

d) *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.

e) Notwithstanding Subsection 8.1.3 (7.2) Urban Corridor, large-scale stand-alone retail and service commercial buildings *shall* not be permitted within the Burlington GO *MTSA*.

f) Notwithstanding the policies contained in Subsection 8.1.3 (8) Urban Corridor-Employment Lands, ancillary retail and service commercial uses *shall* be permitted in multi-storey office buildings.

g) In addition to Subsections 8.1.3 (7.3) c) and e), *development applications* submitted prior to completion of an *area-specific 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 F-1 of this Plan, *shall* be subject to the following policies:

(i) The Public Open Space network and street network *shall* be designed to create direct, *multi-modal* access to the Burlington GO Station;

(ii) *Tall buildings should* provide a minimum separation distance of thirty metres (30m) from another *tall building*, measured above the podium and excluding balconies;

(iii) *Tall buildings should* not exceed a maximum floor plate of 750 square metres above the podium, excluding balconies;

(iv) *Development applications* comprising of more than one *tall building shall* incorporate height variations amongst the *tall buildings*. *Tall buildings shall* be arranged so as to provide an appropriate transition in height within the site area and to adjacent areas.

(v) New public parks and open spaces *shall* be provided in each Area, including A, B-1 and B-2;

(vi) 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;

(vii) *Development applications* containing residential uses *should* include a portion of units with three (3) or more bedrooms;

(viii) *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;

(ix) Retail and service commercial uses *should* be located at street level in office or residential buildings;

(x) *Infill* or *intensification development applications should* provide on-site transportation connections that contribute to the achievement of a continuous mid-block transportation connection between Brant Street and Drury Lane as generally depicted on Schedule F-1, without impacting the functionality of the Burlington GO Station. Transportation connections wherever possible *should* be unencumbered public rights-of-way in accordance with Subsection 6.2.2(2) l) of this Plan.

(xi) *Development* adjacent to the new mid block transportation connection as generally depicted on Schedule F-1 *shall* provide a maximum podium height of 80% of the width of the adjacent mid-block transportation connection with a minimum three (3) metre step back for all portions of a building fronting the new mid block transportation connection;

(xii) In addition to the policy in Subsection 6.2.10 (2) d) of this Plan, the zoning by-law *shall* require a minimum number of bicycle parking spaces for residential *development;*

(xiii) Within the first 10m from the Fairview Street, Brant Street and Drury Lane road allowances, the maximum building height *shall* be six (6) storeys.

(xiv) The re-development of the Burlington GO station site located in "Area A", to incorporate residential uses *should* include a public square/transit plaza component.

8.1.3 MIXED USE NODES AND INTENSIFICATION CORRIDORS

The lands identified as Mixed Use Nodes and *Intensification Corridors*, on Schedule C: Land Use – Urban Area, of this Plan, provide locations where mixed commercial, residential and *employment* uses will be developed and integrated in a *compact built form* and at greater *development intensities, encouraging* the efficient use of physical resources and municipal *infrastructure*.

Permitted uses within Mixed-Use Nodes and *Intensification Corridors* vary but the range of uses shall only be permitted in accordance with the underlying land use designations.

The different land use designations are based on spatial distribution, the planned commercial function, the range of uses permitted, and the *scale* and *intensity* of the *development* allowed.

The lands identified as Mixed-Use Nodes are typically existing developed commercial areas of the city and will be the focus of re-urbanization through a range of *scales* and *intensities of development*. The Mixed-Use Nodes are organized into four land use designations: Mixed-Use Commercial Centres, Neighbourhood Centres, Local Centres, and Employment Commercial Centres.

The Mixed-Use Commercial Centres are existing traditional large-scale mall forms and several big box malls. These nodes are the largest of the Mixed-Use Nodes and are typically located at intersections of Major Arterials, Multi-Purpose Arterials and/or Urban Avenues, as shown on Schedule O-1: Classification of Transportation Facilities – Urban Area. The policies recognize the importance of these areas of the City in order to continue to serve a much broader regional market but acknowledge the opportunity to support the creation of walkable communities that connect with the surrounding area. These major activity areas can be the location of new residential units supported by a range of commercial and *employment* uses.

The Neighbourhood Centres are existing clusters of commercial *development* and typically include one or more plaza malls. These nodes vary in size and are typically centred around intersections of Major Arterials and/or Urban Avenues. The policies recognize the relationship of Neighbourhood Centres to the surrounding community and focus on maintaining and improving access to day-to-day and weekly goods and service needs*, public service facilities*, and *institutional uses* for residents of surrounding neighbourhoods.

The Local Centres are small plazas found throughout the city. These nodes are smaller and support the immediate area. The policies recognize the role in supporting residents and identify limited opportunities for redevelopment including new residential uses while maintaining the commercial function.

The Employment Commercial Centres are limited to three locations and include developed and undeveloped commercial areas that are oriented to big box *development*. These areas are in close proximity to *Employment Areas* and a key role of these areas is to accommodate uses to support the surrounding employees and employers. The policies identify the opportunity to redevelop to incorporate more *compact built forms*; however, this designation remains oriented to space-expansive retail uses and prohibits residential uses.

The lands identified as *Intensification Corridors* are varied. *The Intensification Corridors* are located along Multi-Purpose Arterials and in some cases along Major Arterials. The Intensification Corridors are organized into two land use designations: Urban Corridor and Urban Corridor – Employment Lands.

The Urban Corridor designation recognizes the diversity of the lands along the corridor and establishes policies allowing for flexibility. Key intersections and areas within *Major Transit Station Areas* are identified as having the potential to develop into full mixed-use areas, while general areas along the corridor *may* develop for single use, including residential.

The Urban Corridor – Employment designation is intended for higher intensity employment uses. Given that major retail and residential uses are prohibited, these sites are expected to transition to accommodate *employment* and at-grade accessory retail and *service commercial uses*.

Mixed Use Nodes and *Intensification Corridors* will be pedestrian-oriented and highly accessible by public transit and will foster community interaction by providing opportunities for *public service facilities, institutional uses,* and open spaces.

The *City* will ensure that Mixed-Use Nodes and *Intensification Corridors* develop at appropriate levels of *intensity* given their role within the Urban Structure and in accordance with the policies of the Growth Framework, as set out in chapter 2 of this Plan. The *development* of Mixed Use Nodes and *Intensification Corridors* will be *compatible* with adjacent uses, which are predominantly residential. The design and *development* of these lands will create and maintain a special community identity and locations for a variety of city-wide, community and neighbourhood functions.

The policies within each designation and other applicable policies of this Plan provide direction for redevelopment. The policies provide a basis to guide the transformation of Mixed-Use Nodes and *Intensification Corridors* into focal points for the community where a mix of uses supports the achievement of *complete communities*. The policies acknowledge variability and flexibility to allow for redevelopment to complement the surrounding areas through appropriate transition and to support local businesses and residents.

8.1.3(1) GENERAL OBJECTIVES

a) To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, *service commercial*, *offices*, *institutional* and *entertainment uses* with residential uses, *public service facilities*, *cultural* facilities, *institutional uses* and open space.

b) To establish for each element of the Mixed Use Nodes and *Intensification Corridors* the appropriate range of uses, *scales* of *development* and levels of *intensity*.

c) To provide amenities and services closer to where people live, with the objective of creating *complete communities.*

d) To ensure Mixed Use Nodes and *Intensification Corridors* are developed in a *compact built form,* are pedestrian-oriented and highly accessible by public transit.

e) To ensure the proper integration of Mixed Use Nodes and *Intensification Corridors* with surrounding Established Neighbourhoods Areas, protecting the *physical character* of these neighbourhoods.

f) To ensure that *development* in Mixed Use Nodes and *Intensification Corridors* is *compatible* with the surrounding area.

g) To promote an innovative and *sustainable* built environment that uses *infrastructure* and *public service facilities* efficiently and *encourages* a high quality of life.

h) To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and *Intensification Corridors*.

i) To *encourage* the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.

j) To direct the phasing and/or expansion of municipal *infrastructure* and services to ensure the timely and orderly *development* of Mixed Use Nodes and *Intensification Corridors*.

k) To ensure that *development of Mixed Us*e Nodes and *Intensification Corridors* is offset by a range of open space areas in a manner that is appropriate to the local context.

8.1.3(2) GENERAL POLICIES

a) The design and *development* of Mixed Use Nodes and *Intensification Corridors shall* promote these areas as focal points for community activities that are characterized by a compact form of *development*, pedestrian-

orientation, greater accessibility to public transit and higher *intensity development*.

b) The construction and expansion of municipal *infrastructure shall* provide for the *development* of Mixed Use Nodes and *Intensification Corridors* in an orderly and cost effective fashion.

c) Mixed Use Nodes and *Intensification Corridors* may be identified as priority locations for the following, not limited to:

(i) land assembly;

(ii) *infrastructure* and *public service facility* improvements;

(iii) creation and application of financial, regulatory and other incentives;

(iv) new *public service facilities*;

(v) creation and application of *brownfield* and *greyfield development* strategies;

(vi) preparation of comprehensive traffic, *transportation demand management*, and parking studies and strategies; and

(vii) provision of higher levels of transit service compared with other areas of the city.

d) Zoning By-law regulations affecting Mixed Use Nodes and *Intensification Corridors shall* be based on the general policies for Mixed Use Nodes and *Intensification Corridors* contained in Subsection 8.1.3(2) of this Plan, and the specific policies for individual land use designations, contained in Subsections 8.1.3(3) to 8.1.3(8) of this Plan.

e) Multi-unit residential *developments* in Mixed Use Nodes and *Intensification Corridors should* incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

f) *Home occupation*s and *cottage industries may* be permitted in Mixed Use Nodes and *Intensification Corridors,* subject to the policies of Subsection 8.3.7 of this Plan.

g) The *City* will ensure the proper integration of Mixed Use Nodes and *Intensification Corridors* areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes. Through the redevelopment of larger sites, this *may* also include the introduction of new public and/or private streets, designed as *complete streets*, to contribute to the achievement of a connected and continuous grid-oriented street network in accordance with Subsection 6.2.2.

h) In residential buildings containing retail and *service commercial* uses at grade, *office* uses or uses *accessory* to residential uses *may* be required in the second storey to minimize the potential *adverse effects* of noise and vibration that may be generated by some types of retail and *service commercial* uses.

i) *Transportation demand management (TDM)* measures *shall* be addressed, and form part of the *City's* evaluation of opportunities for reduced parking standards in proposed *developments* in Mixed Use Nodes and *Intensification Corridors*, subject to the policies of Subsection 6.2.10 of this Plan.

j) Where significant constraints to *development* exist on Mixed Use Nodes or *Intensification Corridor* lands within the Secondary Growth Area located adjacent to provincial highway interchanges, a site *may* be determined to be not subject to the policies of Subsection 2.4.2(2) a) (iv) of this Plan.

k) Notwithstanding the general objectives and policies of Mixed Use Nodes and *Intensification Corridors* and the specific objectives and policies of the specific land use designations, *development* in the form of minor expansions and renovations to existing buildings, new small buildings and/or minor building replacements that are consistent with the existing *scale* and built form *may* be permitted, provided the proponent demonstrate how the *development* contributes to achieving a vibrant, active and walkable built environment and does not compromise the long-term *development* of the site.

l) *Development applications* proposing a comprehensive *development* of a site that include the replacement of existing commercial floor area *shall* submit and implement, to the satisfaction of the *City,* a phasing strategy that demonstrates that *the development* does not adversely impact the long-term provision of goods and services as the site transitions to its complete stage of *development.*

m) In Mixed Use Nodes and *Intensification Corridors*, *development* proponents considering the *development* of a site that contains an existing food store *should* retain the food store function as part of the overall *development* to ensure the appropriate provision of day-to-day and weekly needs to current and future residents and employees in the surrounding area.

n) In accordance with the Urban Structure, *intensification* of existing Mixed Use Nodes and *Intensification Corridors* will be *encouraged* rather than the designation of new areas.

o) Within Mixed Use Nodes and *Intensification Corridors, development applications* proposing the re-designation from one land use designation to

another that impacts the planned commercial function throughout the City, *should* be discouraged.

p) *Development* within Mixed Use Nodes and Intensification Corridors *shall* ensure *compatibility* with surrounding areas in accordance with the applicable policies in Section 7.3 of this Plan.

q) Where a new park is proposed as part of a *development application*, the proponent *may* be required to submit and implement, to the satisfaction of the *City*, a park concept plan in accordance with subsections 3.3.2 and 12.1.2(1.2), to demonstrate how the proposed park will achieve the objectives of Subsection 8.1.3.

r) Within a Mixed Use Node or *Intensification Corridor* the City *may encourage* land assembly and/or the comprehensive *development* of adjacent properties in accordance with subsection 12.1.2(2) and any other relevant policies of this Plan, in order to ensure that *development* meets, and does not compromise the ability of *development* on adjacent property(ies) to meet, the objectives of this Subsection and the objectives of the relevant land use designation.

8.1.3(3) MIXED USE COMMERCIAL CENTRE DESIGNATION

8.1.3(3.1) OBJECTIVES

a) To provide locations in the city for Mixed Use Commercial Centres that will offer a wide range of retail and *service commercial* uses, *office* uses, residential uses, *public service facilities* and open spaces and which are intended to serve a regional market as well as provide retail goods and services to residents in the immediate area and the city.

b) To recognize locations that are currently characterized by one or several space-extensive, automobile-oriented large retail uses on one or more properties, which have the potential to *re-develop* in the long-term in a more intensive, mixed use, pedestrian and transit-oriented manner, but *may* generally retain their current character in the short and medium-term.

c) To protect the planned commercial function within Mixed Use Commercial Centres.

d) To *encourage* job creation and residential uses where appropriate, as well as *public service facilities* and public outdoor amenities for employees, residents and visitors.

e) To encourage the *development* of surface parking lots and the *intensification* of under-utilized lands and buildings.

f) To ensure that *development* within Mixed Use Commercial Centres contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods.

8.1.3(3.2) POLICIES

a) Mixed Use Commercial Centres are intended to provide for the unique and/or occasional goods and service needs of residents from across the city and adjacent municipalities. It is expected that these areas *may* also serve the day-to-day and weekly goods and service needs of future on-site residents.

b) The following uses *may* be permitted on lands designated Mixed Use Commercial Centre:

(i) all types of retail and *service commercial* uses;

(ii) *automotive commercial uses*;

(iii) residential uses with the exception of single-detached and semi-detached *dwellings*;

(iv) *office* uses;

(v) hospitality uses;

(vi) *entertainment uses*; and

(vii) *recreation uses*.

c) Mixed Use Commercial Centre areas are considered major activity centres in the City, generally larger than twenty (20) ha in size and comprising more than one property.

d) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed twelve (12) storeys.

e) *Development applications* on sites that introduce additional height for *tall buildings* as part of a comprehensive site *development may* be considered through an Official Plan Amendment, and *may* not be subject to the policies of Subsection 2.4.2(2) a) iv) of this Plan, where the *development* proposal contributes to achieving vibrant, active and walkable built environments and where all of the following conditions are met:

(i) the *development* proposal consists of a contiguous area entirely designated Mixed Use Commercial Centre;

(ii) the *development* proposal is submitted by a single property owner, or alternatively, with appropriate land owner agreements; and

(iii) the *development* proposal is consistent with the objectives of the Mixed Use Commercial Centres designation.

f) Any proposed *development* of sites designated Mixed Use Commercial Centre *shall* retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(3.1) a) and c), of this Plan, to the satisfaction of the *City*.

g) The ground floor frontage of buildings fronting a Major Arterial or Multi-Purpose Arterial Street or Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan, or fronting a public open space *shall* consist of retail and *service commercial* uses. The ground floor frontage of buildings fronting an Industrial Collector Street *should* consist of retail and *service commercial* uses. *Office* uses, *recreation uses* and *entertainment uses may* also be permitted.

h) Retail and *service commercial* uses *may* extend below grade or into the second-storey of buildings to accommodate large-*scale* retail uses within a more *compact built form*.

i) Residential uses will be *encouraged* in the upper storeys of commercial buildings and *may* be permitted in buildings exclusively used for residential use provided that:

(i) the proposed *development* does not adversely impact the capacity of the Mixed Use Commercial Centre to provide for its retail and *service commercial* function as established in this Plan; and

(ii) the residential building is part of an overall *development* of mixed residential/commercial building forms.

j) Other forms of *ground-oriented dwellings may* only be permitted, provided that the *ground-oriented* residential portion of the *development*:

(i) does not abut a Major Arterial, Multi-Purpose Arterial Street, Urban Avenue or Industrial Connector, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) is developed in conjunction with, and is part of, a multi-residential or mixed use *development*; and

(iii) does not compromise the objectives of the Mixed Use Commercial Centre designation.

k) *Office* uses *may* be located in freestanding buildings, within a multi-unit commercial building, or on upper storeys of commercial buildings.

l) The *City* will *encourage* the creation of public outdoor amenity spaces, such as urban squares and parkette features, that enhance the quality of the Mixed Use Commercial Centres as public gathering places.

m) Mixed Use Commercial Centres *shall* be served by public transit services.

8.1.3(3.3) SITE-SPECIFIC POLICIES

a) **3011 Appleby Line:** Notwithstanding the uses permitted under Subsection 8.1.3(3.2) b) of this Plan, on the lands designated "Mixed Use Commercial Centre" in the north-east quadrant of Dundas Street and Appleby Line, and identified as 3011 Appleby Line, the following policies *shall* apply:

(i) *supermarkets/grocery stores* and *department stores shall* not be permitted;

(ii) *sensitive land uses shall* not be permitted;

(iii) subject to the above, uses permitted in the Urban Corridor-Employment Lands designation *shall* also be permitted.

b) **3215 Appleby Line and 3270 Harrison Crescent:** On the lands designated "Mixed Use Commercial Centre" on the east side of Appleby Line, south of Highway 407, and identified as 3215 Appleby Line and 3270 Harrison Crescent, the following additional policies apply:

(i) notwithstanding the uses permitted under Subsection 8.1.3(3.2) b) of this Plan, one *large building supplies/garden store* use is permitted, and residential uses, *supermarkets/grocery stores, department stores, warehouse clubs,* and retailing of non-work related apparel are not permitted;

(ii) the *total floor area* of all buildings and structures on the lands *shall* not exceed 26,670 sq. m.;

(iii) all parking areas are to be provided as surface parking. No above grade or below grade parking structures are permitted.

c) **3091 Appleby Line:** On the lands designated "Mixed Use Commercial Centre" at the north-east corner of Appleby Line and the southerly leg of Harrison Court, and identified as 3091 Appleby Line, the following additional policies apply:

(i) notwithstanding the uses permitted under Subsection 8.1.3(3.2) b) of this Plan, one *large building supplies/garden store* use is permitted, and residential uses, *supermarkets/grocery stores, department stores*, *large furniture and appliance stores, large home and auto supply stores* and *warehouse clubs* are not permitted;

(ii) notwithstanding the uses permitted under Subsection 8.1.3(3.2) b) of this Plan, *sensitive land uses shall* not be permitted;

(iii) the *total floor area* of all buildings and structures on the lands *shall* not exceed 8,600 sq. m. for commercial uses and 557 sq. m. for *office* uses;

(iv) all parking areas are to be provided as surface parking. No above grade or below grade parking structures are permitted.

8.1.3(4) NEIGHBOURHOOD CENTRE DESIGNATION

8.1.3(4.1) OBJECTIVES

a) To provide locations in the city that will contribute to the achievement of *complete communities* by serving as areas of concentration for well-designed mixed-use *development* in a *compact built form,* including pedestrian-oriented, small and medium-*scale* retail and *service commercial* uses, *office* uses, residential uses, *public service facilities, institutional uses*, parks and open spaces.

b) To provide opportunities for Neighbourhood Centres that serve as a focal point for community activities within and at the periphery of residential neighbourhoods in locations that meet residents' day-to-day and weekly goods and service needs.

c) To create vibrant and attractive places with increased day and night activity through the introduction of residential *development* and the integration of uses and open spaces.

d) To ensure *development* within Neighbourhood Centres contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods and *Employment Areas,* wherever possible.

e) To protect the planned commercial function within Neighbourhood Centres.

f) To ensure that *development* results in filling of surface parking lots and the *intensification* of under-utilized lands and buildings.

g) To support the transformation of large sites into areas where a mix of commercial, *cultural, institutional uses* and a diversity of housing are provided, balancing the adequate *intensity* of *development* and their integration within the surrounding context.

8.1.3(4.2) POLICIES

a) Lands designated Neighbourhood Centre are intended to provide for the day-to-day and weekly goods and service needs of residents within the Neighbourhood Centre and the surrounding neighbourhoods.

b) The following uses *may* be permitted on lands designated Neighbourhood Centre:

(i) retail and *service commercial* uses;

(ii) *automotive commercial uses*, excluding motor vehicle dealerships;

(iii) *residential uses* with the exception of single-detached and semi-detached dwellings;

(iv) *office* uses;

(v) *entertainment uses*; and

(vi) *recreation uses*.

c) Neighbourhood Centre areas are activity centres generally ranging from four (4) to twelve (12) ha in size and comprising lands in more than one quadrant of an intersection.

d) A maximum *floor area ratio* of *development* of 2.5:1 is an appropriate built form in Neighbourhood Centre lands. An increase beyond this maximum *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Neighbourhood Centre designation are maintained.

e) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed six (6) storeys. To ensure *compatibility* with adjacent residential areas the Zoning By-law *may* establish maximum building heights lower than six (6) storeys on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets. Relevant Council-approved *design guidelines may* be utilized in determining where lower maximum building heights are appropriate, in accordance with policy 7.1.2(d) of this Plan.

f) Building heights greater than six (6) storeys up to a maximum height of eleven (11) storeys *may* be permitted for a proposed *development* through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

(i) a significant reduction of parking at grade; and

(ii) the proponent submits and implements, to the satisfaction of the *City,* an *urban design brief* that demonstrates how the proposal's design achieves high quality of design and helps to mitigate the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.

g) *Development applications* on lands designated Neighbourhood Centre that introduce one or more *tall buildings* as part of a comprehensive site *development may* be considered through an Official Plan Amendment, in accordance with Subsection 12.1.1(3)(j) and any other relevant policies of this Plan, and *may* not be subject to the policies of Subsection 2.4.2(2) a) (iv) of this Plan, where the *development* proposal contributes to achieving vibrant, active and walkable built environments, and is consistent with the objectives of the Neighbourhood Centre designation. The criteria identified in 8.1.3(4.2)(f) *shall* also apply to *development applications* proposing one or more *tall buildings*.

h) Any proposed *development* of sites designated Neighbourhood Centre *shall* retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(4.1) b) and e), to the satisfaction of the *City.*

i) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Neighbourhood Centres.

j) The ground floor frontage of buildings fronting a Major Arterial Street or Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan, or fronting a public open space, *shall* consist of retail and *service commercial* uses and *may* also include a limited amount of *office* uses.

k) Residential and *office* uses will be *encouraged* in the upper storeys of commercial buildings and *may* be permitted in buildings exclusively used for residential or *office* use provided that:

(i) the building does not adversely impact the capacity of the Neighbourhood Centre node to provide for the retail and service needs of on-site residents and surrounding neighbourhoods;

(ii) the building is located to the rear of street-related retail and *service commercial* uses; and

(iii) the building is part of an overall *development* of mixed residential/commercial building forms.

l) Other forms of *ground-oriented dwellings may* only be permitted, provided that the *ground-oriented* residential portion of the *development*:

(i) does not abut a Major Arterial or Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) is developed in conjunction with, and is part of, a multi-residential or mixed use *development*; and

(iii) does not compromise the objectives of the Neighbourhood Centre designation.

m) The *City* will *encourage* the creation of public outdoor amenity spaces, such as urban squares and parkette features, as part of the *development* of Neighbourhood Centres in a manner that is appropriate to the local context to enhance the Neighbourhood Centre's function as a public gathering place.

n) Neighbourhood Centres *shall* be served by public transit services.

8.1.3(4.3) SITE-SPECIFIC POLICY

a) **4524, 5000, 5014 & 5111 New Street and 450 Appleby Line, and 1505 & 2025 Guelph Line:** Notwithstanding Subsections 8.1.3(4.2) e) and f) of this Plan, building heights greater than six (6) storeys to a maximum height of twelve (12) storeys *may* be permitted on the Neighbourhood Centre nodes located at the intersection of New Street and Appleby Line (identified as 4524, 5000, 5014 & 5111 New Street and 450 Appleby Line), and at the intersection of Guelph Line and Upper Middle Road (identified as 1505 & 2025 Guelph Line), subject to the fulfillment of the following criteria:

(i) a significant reduction of parking at grade; and

(ii) the proponent submits and implements, to the satisfaction of the *City,* an *urban design brief* that demonstrates how the proposal's design mitigates the adverse impacts of the increase in height on adjacent properties.

8.1.3(5) LOCAL CENTRE DESIGNATION

8.1.3(5.1) OBJECTIVES

a) To provide locations in the city for Local Centres that will serve as small areas of concentration for mixed use *development* in a *compact built form*, including pedestrian-oriented retail and *service commercial* uses, residential uses, *office* uses, *public service facilities* and open spaces.

b) To provide opportunities for a limited range of small-*scale* retail and *service commercial* uses, and *public service facilities* in locations that meet residents' day-to-day and weekly goods and service needs.

c) To protect the planned commercial function within Local Centres.

d) To create vibrant and attractive places with increased day and night activity through the introduction of residential *development* and the integration of uses and open spaces.

e) To achieve vertical integration of land uses, given the small size of Local Centre sites.

8.1.3(5.2) POLICIES

a) Local Centre areas are intended to provide a limited range of retail and *service commercial* uses that serve the day-to-day and weekly needs of residents within and in close proximity to the Local Centre.

b) The following uses *may* be permitted on lands designated Local Centre:

(i) retail and *service commercial* uses;

(ii) residential *dwelling units* in the upper storeys of retail/commercial buildings; and

(iii) *office* uses in the upper storeys of retail/commercial buildings, and a limited amount of *office* uses at grade.

c) Local Centre areas are small-scale activity centres, generally ranging from one (1) to four (4) ha in size.

d) A maximum *floor area ratio* of *development* of 1.0:1 is an appropriate built form in Local Centre lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Local Centre designation are maintained.

e) The *City* will *encourage* a minimum building height of two (2) storeys and the maximum building height *shall* not exceed four (4) storeys.

f) Any proposed *development* of sites designated Local Centre *shall* retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(5.1) b) and c) of this Plan, to the satisfaction of the *City*.

g) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Local Centres.

8.1.3(5.3) SITE-SPECIFIC POLICIES

a) **2404, 2412 & 2424 Queensway Drive:** Notwithstanding the policies of Subsections 8.1.3(5.2) b) and c) of this Plan, the Local Centre area located on the lands on the south side of Queensway Drive, west of Guelph Line and identified as 2404, 2412 & 2424 Queensway Drive, *shall* also permit *entertainment* and hospitality uses such as hotels and *accessory* restaurants.

b) **5317 & 5327 Upper Middle Road and 5220 Dundas Street:** Notwithstanding the policies of Subsections 8.1.3(5.2) b), d) and e) of this Plan, the two Local Centre areas within the Orchard Community, identified as 5317 & 5327 Upper Middle Road and 5220 Dundas Street, *shall* be subject to the following:

(i) a maximum floor area of 300 sq. m. per non-residential use;

(ii) the maximum building height *shall* not exceed five (5) storeys for the Local Centre at 5317 and 5327 Upper Middle Road, and six (6) storeys for the Local Centre at 5220 Dundas Street;

(iii) non-residential uses *shall* only be allowed on the ground floor of predominantly residential buildings, although *offices may* be allowed above the ground floor.

c) **4125 Upper Middle Road:** Notwithstanding Subsection 8.1.3(5.2) b) of this Plan, on the Local Centre identified as 4125 Upper Middle Road, only *office* uses *shall* be permitted.

8.1.3(6) EMPLOYMENT COMMERCIAL CENTRE DESIGNATION

8.1.3(6.1) OBJECTIVES

a) To provide locations in the city in close proximity to designated Employment Lands, for a wide range of *employment uses*, as well as retail uses which have *employment* characteristics, such as:

(i) serving business uses to a large extent;

(ii) requiring expansive land areas which cannot be easily accommodated in Mixed Use *Intensification Areas;* and

(iii) are not intended to serve the regular day-to-day and weekly shopping needs of the surrounding residential and business community and *shall* not compete with the planned commercial function of other Mixed Use Nodes and *Intensification* Corridor designations.

b) To recognize that Employment Commercial Centre areas will transition over time to *compact built forms*, while retaining their current function.

8.1.3(6.2) POLICIES

a) The following uses *may* be permitted on lands designated Employment Commercial Centre:

(i) *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, repair activities, communications, *utilities,* transportation, storage, service trades and construction uses; *office* uses; research and information processing; and *automotive commercial* uses;

(ii) retail and *service commercial* uses that serve the business community or those that have a significant processing, wholesaling or warehousing component;

(iii) retail uses that require significant land areas, many with outdoor sales and storage and characterized as infrequent shopping destinations;

(iv) home improvement and home décor sales uses which require large building areas, some of which have significant warehousing components and which are infrequent shopping destinations;

(v) hospitality uses;

(vi) *entertainment uses*, and

(vii) *recreation uses*.

b) Residential uses *shall* be prohibited.

c) The *City* will *encourage* a minimum building height of two (2) storeys.

d) Each individual retail unit in an Employment Commercial Centre designation *should* have a minimum floor area of one thousand (1,000) sq. m.

e) Retail uses *may* extend into the second storey of buildings to accommodate larger retail uses within *compact built forms.*

f) It is the general intent of this Plan that the designation of additional lands for Employment Commercial Centre purposes *shall* not be permitted.

g) *Service commercial* uses *should* be subject to floor area provisions as established in the Zoning By-law.

8.1.3(6.3) SITE-SPECIFIC POLICIES

a) **3073 & 3119 North Service Road:** Notwithstanding the uses permitted in Subsection 8.1.3(6.2) a) of this Plan, *large furniture and appliance stores* and *warehouse clubs* are permitted on the lands located on the north side of the

Queen Elizabeth Way, east of Guelph Line, and identified as 3073 and 3119 North Service Road.

b) **1510 & 1515 North Service Road and 2202 & 2208 Industrial Street:** Notwithstanding Subsection 8.1.3(6.2) d) of this Plan, the minimum floor area requirement for each individual retail unit *shall* not apply to the lands designated Employment Commercial Centre along the North Service Road, east of Brant Street, and identified as 1510 & 1515 North Service Road and 2202 & 2208 Industrial Street.

8.1.3(7) URBAN CORRIDOR DESIGNATION

8.1.3(7.1) OBJECTIVES

a) To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use *development* in a *compact built form*, with residential, retail, *service commercial*, *office*, *entertainment, public service facilities* and *institutional uses*, and open space uses.

b) To provide opportunities for a range of small and medium-*scale* retail and *service commercial* uses, and *public service facilities* in locations that meet residents' day-to-day and weekly goods and service needs.

c) To recognize the *development* of *Intensification Corridors* will occur over time, and that the timing of *development may* vary from one segment to another, depending on market conditions and community needs.

d) To *encourage* higher *intensity*, *transit-supportive* and pedestrian-oriented mixed use *development* in a *compact built form*, while retaining *compatibility* with the surrounding area.

e) To permit mixed use *development* on individual sites where various combinations of residential, retail, *service commercial*, *office* and other uses are located, or on sites where residential, retail, *office* and other uses are located next to one another.

f) To protect the planned commercial function within Urban Corridors.

g) To ensure *development* along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and *Employment Areas.*

8.1.3(7.2) POLICIES

a) *Transit-supportive* and pedestrian-oriented design *shall* be required in the *development* of Urban Corridor sites.

b) Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and *may* also serve a broader city-wide market.

c) The following uses *may* be permitted on lands designated Urban Corridor:

(i) retail and *service commercial* uses;

(ii) *automotive commercial uses*, including *large-scale motor vehicle dealerships existing* on the date this Plan comes into effect;

(iii) residential uses with the exception of single-detached and semi-detached *dwellings*;

(iv) *office* uses;

(v) *entertainment uses*; and

(vi) *recreation uses*.

d) Other forms of *ground-oriented dwellings may* only be permitted, provided that the *ground-oriented* residential portion of the *development*:

(i) does not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, as shown on Schedule O-1, Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) is developed in conjunction with, and is part of, a multi-residential or mixed use building; and

(iii) does not compromise the objectives of the Urban Corridor designation.

e) Stand alone *ground-oriented dwellings shall* be prohibited in Urban Corridor lands located within *MTSA*s.

f) A maximum *floor area ratio* of *development* of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.

g) The minimum building height *shall* be two (2) storeys and the maximum building height *shall* not exceed six (6) storeys. Where required to ensure *compatibility*, four (4) to six (6) storey buildings *may* be required to be terraced back from adjacent residential areas and/or the street.

h) To ensure *compatibility* with adjacent residential areas the maximum six (6) storey building height *may* not be permitted on sites that are small in size,

have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.

i) The *City* has identified the Urban Corridor lands located at the intersection of Fairview Street and Walker's Line; at the south-west corner of the intersection of Fairview Street and Guelph Line; and at the intersection of Plains Road and King Road; as having significant *development* opportunities to achieve their transformation into vibrant gateway areas and to fulfill other *City* objectives, including a diversity of housing mix, high quality design, and enhanced connectivity and open spaces. In these Urban Corridor lands, the following policies apply:

(i) taller buildings up to a maximum height of eleven (11) storeys *may* be permitted for a proposed *development* through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

a. a significant reduction of parking at grade; and

b. the proponent submits and implements, to the satisfaction of the *City*, an *urban design brief* that demonstrates how the proposal's design achieves high quality of design and mitigates the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.

(ii) *development applications* that introduce one or more *tall buildings* as part of a comprehensive site *development may* not be subject to the policies of Subsection 2.4.2(2) a) (iv) of this Plan, where the *development* is proposed on a large site. The *development application shall* be processed through a site-specific Official Plan amendment, in accordance with the policies of this Plan.

j) Retail and *service commercial* uses and other pedestrian-oriented uses *shall* be located on the ground floor of office or residential buildings and *should* be permitted above or below the first storey of buildings. A limited amount of *office* uses *may* also be permitted on the ground floor.

k) *Development* located on sites designated Urban Corridor *may* contain a minimum of one permitted use as outlined in Subsection 8.1.3(7.2) c) of this Plan, except in the following locations where mixed use buildings containing retail and *service commercial uses* at grade *shall* be required on:

(i) sites located at the intersections of:

a. Fairview Street and Walker's Line;

b. Fairview Street and Guelph Line; and

c. Plains Road and King Road.

(ii) sites located within MTSA Special Planning Areas , as shown on Schedule B: Urban Structure, and Schedule B-1: Growth Framework, of this Plan.

l) *Development* along Urban Corridors *may* be required to provide a minimum floor-to-floor height at grade, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time.

m) Any proposed *development* of sites designated Urban Corridor *shall* retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the *City*.

n) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands.

o) *Motor vehicle dealerships* in Urban Corridor lands *shall* contribute to a vibrant, active and walkable built environment. The following site design and *development* factors *shall* be considered in reviewing proposals for new *small-scale motor vehicle dealerships* and/or expanding existing *small or large-scale motor vehicle dealerships* in Urban Corridor areas:

(i) where new buildings are erected or buildings are relocated, outdoor vehicle storage and display areas *shall* be located at the side or rear of buildings and *shall* be *encouraged* in multi-storey structures and/or below grade; and

(ii) a landscaped buffer *shall* be provided along the edge of the site where existing parking areas or vehicle storage areas are located adjacent to the street.

p) Urban Corridor lands *shall* be served by *frequent transit corridors*.

8.1.3(7.3) SITE-SPECIFIC POLICIES

a) **4460 to 4490 Fairview Street and 666 to 676 Appleby Line:** Notwithstanding Subsection 8.1.3(7.2) g) of this Plan, no minimum building height is required for the property located at the south-west corner of Fairview Street and Appleby Line, and identified as 4460 to 4490 Fairview Street and 666 to 676 Appleby Line, for buildings less than 1,200 sq. m. in size.

b) **4415 Fairview Street:** This site is within the Appleby MTSA Special Planning Area and will be assessed through the *area-specific plan*. Notwithstanding

the policies of Subsection 8.1.3(7.2) of this Plan, the following additional policies *shall* apply to the property identified as 4415 Fairview Street:

(i) this property is generally recognized for lower *intensity*, retail *development* intended to provide for the retail needs of the residents and business within the city and from adjacent areas;

(ii) residential and other *sensitive land uses*, and *supermarket/grocery store* uses, are prohibited;

(iii) retail uses that require either multi-tenant or freestanding buildings on sites that have significant needs for on-site storage and parking, such as garden centres, all *automotive commercial* uses, furniture and home furnishing uses and home improvement stores, *may* be permitted;

(iv) individual retail uses are permitted to a maximum floor area of three thousand (3,000) sq. m.;

(v) no minimum building height is required; and

(vi) in new *development,* the majority of the on-site storage *shall* be located at the rear of buildings, away from public view.

c) **2089 and 2095 Fairview Street:** Notwithstanding the height and *floor area ratio* policies contained in Subsection 8.1.3(7.2) f) and g) of this Plan, for the properties identified as 2089 and 2095 Fairview Street, the following policies *shall* apply:

(i) the maximum building height *shall* be twenty-two (22) storeys. Additional height *may* be permitted if the proposed building is LEED certified (or equivalent to the satisfaction of the *City*); and

(ii) there *shall* be a total site (at full build out) minimum *floor area ratio* of approximately 0.5:1 and the maximum 2.0:1 *floor area ratio shall* not apply.

d) **834 - 850 Brant Street:** Notwithstanding the uses permitted in Subsection 8.1.3(7.2) c) of this Plan, the *large-scale motor vehicle dealership* located on the south-west corner of Fairview Street and Brant Street, and identified as 834-850 Brant Street, *may* be expanded on the abutting property within the Urban Corridor designation by a maximum of fifty (50) percent of the floor area existing on the date of adoption of this Plan, without an amendment to this Plan.

e) **2065 Fairview Street:** Notwithstanding the uses permitted in Subsection 8.1.3(7.2) c) of this Plan, on the lands on the north side of Fairview Street, east of Rambo Creek, and identified as 2065 Fairview Street, a single-storey

department store, not exceeding twelve thousand (12,000) sq. m. of gross floor area, is permitted, provided that no greater than fifteen (15) percent (1,800 sq. m.) of the gross floor area within the *department store shall* be used for the sale of food products.

f) **104, 110, 120, 130, 134 & 140 Plains Road West:** Notwithstanding the maximum heights specified in Subsection 8.1.3(7.2) g) of this Plan, buildings to a maximum height of twelve (12) storeys *may* be permitted on the Urban Corridor lands identified as 104, 110, 120, 130, 134 & 140 Plains Road West, subject to the evaluation of site-specific criteria that *may* include, but *shall* not be limited to, traffic, *compatibility* and environmental factors.

g) **1329 Plains Road East:** Notwithstanding Subsection 8.1.3(7.2) d) of this Plan, townhouses that are not part of a larger mixed use *development shall* be permitted on the lands at the north-east corner of Plains Road East and Glendor Avenue, identified as 1329 Plains Road East.

h) **35 Plains Road East:** Notwithstanding the *floor area ratio* and height policies contained in Subsection 8.1.3 (7.2) f) and g) of this Plan, for the property identified as 35 Plains Road East, the following policies *shall* apply:

   (i) the maximum *floor area ratio shall* be 4.4:1; and

   (ii) the maximum building height *shall* be nine (9) storeys.

i) **1335-1355 Plains Road East:** Notwithstanding Subsection 8.1.3 (7.2) d) of this Plan, townhouses that are not part of a larger mixed-use *development shall* be permitted on the lands at the northwest corner of Plains Road East and Helena Street, identified as 1335, 1339, 1343, 1349, & 1355 Plains Road East.

j) **92 Plains Road East**: Notwithstanding Subsection 8.1.3 (7.2) g) and k) of this Plan, for the property identified as 92 Plains Road East a mixed use building consisting of residential and at-grade *office* uses, with a maximum building height of seven (7) storeys *shall* be permitted.

k) **484-490 Plains Road East:** Notwithstanding the maximum height specified in Subsection 8.1.3(7.2) g) of this Plan, two (2) mixed use buildings consisting of residential and at-grade retail and *service commercial* uses and *office* uses, with a maximum building height of nine (9) storeys *shall* be permitted on lands identified as 484 and 490 Plains Road East.

8.1.3(8) URBAN CORRIDOR-EMPLOYMENT DESIGNATION

8.1.3(8.1) OBJECTIVES

a) To provide locations in the city along Major Arterial or Multi-Purpose Arterial Streets that are primarily intended for higher *intensity employment* uses.

b) To *encourage* higher *intensity*, *transit-supportive* and pedestrian-oriented mixed use *development* in a *compact built form* and to ensure an *employment* function on these lands while retaining *compatibility* with the surrounding area.

c) To ensure *development* of Urban Corridor-Employment Lands provides a safe, accessible and attractive pedestrian environment.

8.1.3(8.2) POLICIES

a) Urban Corridor-Employment Lands are intended to provide for the retail and *service commercial* needs of the *employment* uses and their employees within and immediately adjacent to the Corridor.

b) The following uses *may* be permitted on lands designated Urban Corridor-Employment Lands:

(i) *industrial* uses;

(ii) *office* uses;

(iii) *accessory* retail and *service commercial* uses which serve the day to day needs of employees;

(iv) home improvement and home décor sales;

(v) *automotive commercial uses,* including *large-scale motor vehicle dealerships* existing on the date this Plan comes into effect;

(vi) *entertainment uses*; and

(vii) *recreation uses*.

c) *Accessory* retail and *service commercial* uses *may* only be permitted provided that:

(i) the use is located at grade level; and

(ii) the use is located within a building containing or proposed to contain *employment* uses above the first storey.

d) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, *may* be permitted as follows:

(i) the proportion of the area of a building devoted to the display and/or sale of products *shall* be limited in the Zoning By-law, so that the space is *accessory* and clearly subordinate to the primary use of the building.

e) Transit-supportive and pedestrian-oriented urban design *shall* be required in the *development* of Urban Corridor-Employment Lands.

f) A maximum *floor area ratio* of *development* of 2.0:1 is an appropriate built form in Urban Corridor-Employment Lands. An increase to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor-Employment designation are maintained.

g) The minimum building height *shall* be two (2) storeys, except for *industrial* uses where no minimum height is required; and the maximum building height *shall* not exceed six (6) storeys. Where required to ensure *compatibility*, four (4) to six (6) storey buildings *may* be required to be terraced back from adjacent residential areas and/or the street.

h) The *City* has identified the Urban Corridor-Employment Lands located at the north-west corner of the intersection of Fairview Street and Guelph Line, as having *development* opportunities to achieve a transformation into a vibrant gateway area and achieve other *City* objectives, including high quality design, and enhanced connectivity and open spaces. On these Urban Corridor-Employment lands, the following policy applies:

(i) taller buildings up to a maximum height of eleven (11) storeys *may* be permitted for a proposed *development* through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

a. a significant reduction of parking at grade;

b. residential uses and other *sensitive land uses* are prohibited; and

c. the proponent submits and implements, to the satisfaction of the *City*, an *urban design brief* that demonstrates how the proposal's design achieves high quality of design and mitigates the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.

i) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution

to achieving vibrant, active and walkable built environments in Urban Corridor-Employment Lands.

j) *Motor vehicle dealerships* in Urban Corridor-Employment Lands *shall* contribute to a vibrant, active and walkable built environment. The following site design and *development* factors *shall* be considered in reviewing proposals for new *small-scale motor vehicle dealerships* and/or expanding existing *small or large-scale motor vehicle dealerships* in Urban Corridor-Employment Lands:

(i) where new buildings are erected or buildings are relocated, outdoor vehicle storage and display areas *shall* be located at the side or rear of buildings and *shall* be *encouraged* in multi-storey structures and/or below grade; and

(ii) a landscaped buffer *shall* be provided along the edge of the site where existing parking areas or vehicle storage areas are located adjacent to the street.

k) Urban Corridor-Employment Lands *shall* be served by *frequent transit corridors*.

l) The addition of non-employment uses through a site-specific Official Plan Amendment *shall* only be permitted on lands outside the Region of Halton Employment Area where:

(i) the subject lands meet the overall policy intent of the Urban Corridor – Employment designation; and,

(ii) the proposed *development* ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant, the number of jobs proposed on the site *should* achieve 50 jobs per net hectare; and,

(iii) where the proposed *development* is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 Major Transit Station Areas of this Plan *shall* apply.

8.1.3(8.3) SITE-SPECIFIC POLICIES

a) **1200 King Road:** Notwithstanding the policies of Subsections 8.1.3 (8.2) b) and h) of this Plan, the following additional policies apply to lands designated "Urban Corridor-Employment" and located west of King Road, south of Highway 403, and identified as 1200 King Road:

(i) no minimum building height is required; and

(ii) should the sports arena and/or stadium facility referenced in Subsection 8.2.3(3) d) of this Plan, be constructed on the "General Employment" lands located to the south, additional retail and *service commercial* uses related to the sports arena and/or stadium facility and permitted in the Urban Corridor designation *may* be permitted. These uses *shall* consist of those uses permitted in the Urban Corridor designation, with the exception of residential uses, *supermarket/grocery store* and *large building supplies/garden store*.

8.2 EMPLOYMENT

The lands identified as General Employment and Business Corridor on Schedule C: Land Use – Urban Area, of this Plan, are designated for employment uses and help the *City* to fulfill its obligation to ensure all types of businesses can locate and thrive in the city. These designations are based on a range of permitted uses, the *scale* and *intensity* of the *development* allowed, the design standards that *shall* apply and the potential *adverse effects* of these uses on adjacent uses.

A full range of manufacturing, warehousing and *office* uses will be permitted on lands designated for employment uses. *Accessory* retail and *service commercial* uses and other facilities ancillary to manufacturing, warehousing and *office* uses may be permitted, subject to the policies of this Plan.

The objective of the employment policies is to ensure opportunities to accommodate employment to the planning horizon of this Plan and beyond. Given that there will be very limited, if any, opportunities to designate additional *employment* land, future employment growth, beyond 2031, will be accommodated primarily through *intensification.*

8.2.1 GENERAL OBJECTIVES

a) To maintain a sufficient supply of land within the Urban Area for *employment* in order to achieve the employment distributed to the city by the Region of Halton. To ensure an adequate supply of land designated for *employmen*t to allow for choice in terms of location, size of property and servicing needs. It is the general intent of this Plan that this supply *shall* not be reduced through re-designation of lands designated for *employment* to permit non-*employment* uses, except in accordance with the policies of this Plan.

b) To *encourage*, through the implementation of site plan control and urban design policies, aesthetically pleasing *employment development* in the city, especially along arterial streets and Provincial freeway frontages.

c) To provide appropriate locations for *employment* uses that have features that are not *compatible* with other land uses.

d) To support *intensification* through *development* of lands designated for *employment* uses.

e) To develop existing lands designated for *employment* uses in a manner that efficiently uses existing *infrastructure* and land.

f) To maintain the primary function and long term viability of lands designated for *employment* uses.

g) To enhance employee access to amenities that supports the broader function of the surrounding lands designated for *employment* uses.

h) To locate manufacturing uses so as to provide convenient access to *infrastructure* such as rail sidings, high voltage power lines, high pressure and capacity gas lines, and critical high tech *infrastructure* and heavy truck roadbeds and truck routes.

i) To expand access to lands designated for *employment* uses with frequent and tailored transit service and the development of *transit-supportive employment* facilities to respond to the needs of employees and businesses.

j) To implement the five-year Burlington Economic Development Corporation Economic Development Strategy.

8.2.2 GENERAL POLICIES

a) A sufficient supply of land designated for *employment shall* be maintained within the Urban Area in order to meet anticipated short and long-term needs, including an adequate supply of serviced land and an allowance for choice in terms of location, size of property and servicing needs.

b) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, *may* be permitted as follows:

(i) the proportion of the area of a building devoted to the display and/or sale of products *shall* be limited in the Zoning By-law, so that the space is *accessory* and clearly subordinate to the primary use of the building.

c) The *accessory* retail and *service commercial* uses permitted under Subsections 8.2.3(2) a) (ii) and 8.2.4(2) a) (ii) of this Plan *shall* be subject to the following:

(i) such uses *shall* be *ancillary employment uses* as defined in Chapter 13: Definitions, of this Plan;

(ii) no more than fifteen (15) percent of the *total floor area* of any one building *shall* be used for *accessory* uses, except that a restaurant *may* occupy up to one hundred (100) percent of the *total floor area* of any one building if:

a. the *total floor area* of all buildings on the site is greater than three thousand (3,000) sq. m.;

b. the *total floor area* of all restaurants does not exceed fifteen (15) percent of the *total floor area* of all buildings on the site; and

c. the site has access to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Industrial Connector as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

d) Where *accessory* retail and/or *service commercial* uses are proposed on an existing occupied *employment* site that would exceed the maximum fifteen (15) percent *total floor area* set out in Subsection 8.2.2 c) (ii) of this Plan, such a proposal *may* be considered by the *City* through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, where the following criteria are addressed to the satisfaction of the *City:*

(i) the proposed use *shall* meet the definition of *ancillary employment use* as defined in Chapter 13: Definitions, of this Plan;

(ii) the proposed use *shall* maintain and support the *employment* function of the site and *shall* in no case exceed thirty (30) percent of the *total floor area* of all existing buildings on the site;

(iii) the applicant *shall* demonstrate that there are no unacceptable *adverse effects* on the surrounding area related to noise, vibration, dust or odour, or unacceptable adverse impacts related to traffic and parking, and that the surrounding existing or permitted uses are *compatible* with the proposed use;

(iv) the proposed use *shall* have direct access to existing or planned transit; and

(v) the proposed use is, or *shall* be, pedestrian and *active transportation* accessible.

e) The *recreation uses* permitted under Subsections 8.2.3(2) a) (iii) and 8.2.4(2) a) (iii) of this Plan *shall* be subject to the following:

(i) such uses *shall* meet the definition of *ancillary employment use,* as defined in Chapter 13: Definitions, of this Plan*;* and

(ii) the use *shall* be located within a building with existing or planned *employment* uses*.*

f) Notwithstanding Subsection 8.2.2 e) (ii), where *recreation uses* are proposed in a separate building on the same lot as an existing occupied *employment* site, the proposal *may* be considered by the *City* through a site-specific

Zoning By-law Amendment, where the following criteria are addressed to the satisfaction of the City:

(i) the use *shall* be an *ancillary employment use,* as defined in Chapter 13: Definitions, of this Plan*;*

(ii) the site has access to at least one Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Industrial Connector, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(iii) the site is located at the periphery of the lands designated for employment uses as shown on Schedule C: Land Use – Urban Area and Schedule E: Land Use – Uptown Urban Centre, of this Plan.

(iv) the proposed use is *compatible* with surrounding uses;

(v) the site *shall* be planned to support safe pedestrian access and access to transit; and,

(vi) where the lands are designated Business Corridor, the proposed *development:*

a. provides enhanced landscaping to frame the use, given the prestige nature of the lands; and

b. incorporates excellence in urban design.

g) Notwithstanding Subsection 8.2.3(2) a) iii) of this Plan, *existing recreation* uses permitted as of the date of approval of this Plan will become legal non-conforming uses. Minor additions to those *existing recreation* uses or change of use from one *recreation* use to another *recreation* use *may* be permitted.

h) Proposals for the re-designation of lands to a General Employment or Business Corridor designation from another designation *shall* require an amendment to this Plan and *shall* be evaluated based on the fulfillment of the following criteria:

(i) the area has access to and from a Major Arterial, Multi-Purpose Arterial, or Industrial Connector Street, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) full municipal *infrastructure* including sewer, water and *utilities* are available;

(iii) *development* of the site *shall* be *compatible* with existing and proposed uses in the surrounding area;

(iv) the site has direct access to streets that can accommodate the anticipated traffic generated by the proposed *development*;

(v) the anticipated traffic *shall* not result in through traffic in surrounding residential areas;

(vi) efficient public transit service can be provided in the area; and

(vii) for Business Corridor designations only, the site is located in an area where there is visibility to the Queen Elizabeth Way, Highway 403 or Highway 407 or is adjacent to a freeway interchange.

i) Where *development* abuts existing or future residential areas, landscaping and other site plan design elements *shall* be required in order to create an aesthetically pleasing environment for residents. *Development shall* be subject to the land use compatibility policies in Section 4.6, Land Use Compatibility, of this Plan.

j) *Major retail* and residential uses are prohibited in the General Employment and Business Corridor Designation.

k) In the General Employment and Business Corridor designations, *institutional uses* and *public service facilities may* be considered, subject to the policies of Subsection 3.2.2 e) of this Plan.

8.2.3 GENERAL EMPLOYMENT DESIGNATION

8.2.3(1) OBJECTIVES

a) To provide locations for existing, new and/or relocating manufacturing, assembly, distribution and service *industrial* uses.

b) To provide locations in the city for a broad range of *employment* and *office* uses.

c) To separate General Employment areas from *sensitive land uses,* particularly residential, due to potential *adverse effects.*

d) To provide some locations in the General Employment designation for low-*intensity*, *industrial* uses, and *office*s that have a limited effect on the surrounding environment and that are generally small-*scale.* These uses can usually be located close to *sensitive land uses,* including residential land uses, without significant *adverse effects* if appropriate site plan design features are used and if appropriate mitigation measures are incorporated.

8.2.3(2) POLICIES

a) The following uses *may* be permitted within the General Employment designation:

(i) *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, repair activities, communications, *utilities,* transportation, storage, service trades and construction uses; *office* uses; research and information processing; *automotive commercial* uses, including *large-scale motor vehicle dealerships*;

(ii) a limited range of *accessory* retail uses such as convenience stores, and a full range of *accessory service commercial* uses such as restaurants and banks, subject to the provisions of Subsection 8.2.2 c) and d) of this Plan;

(iii) a limited range of *recreation uses* such as fitness centres and gyms, subject to the provisions of Subsections 8.2.2 e) and f) of this Plan;

(iv) *adult entertainment* uses, subject to the provisions of Subsection 8.2.3(2) d) of this Plan; and

(v) in locations adjacent to residential and other *sensitive land uses,* only uses that would have limited *adverse effects* on the surrounding area *shall* be permitted.

b) The *City* will *encourage* the retention of existing manufacturing uses and permit a wide range of manufacturing uses at these locations.

c) A range of building heights and *development intensities shall* be permitted within areas designated as General Employment.

d) Regulations relating to the location of *adult entertainment* establishments *shall* be included in the Zoning By-law and *shall* be based on the following:

(i) a separation distance of four hundred (400) m from land uses that are sensitive to *adult entertainment* uses, such as residential, schools, places of worship and assembly, retail and *service commercial* uses and day care centres;

(ii) properties containing *adult entertainment* establishments *shall* not abut a Provincial Freeway, Major Arterial or Multi-Purpose Arterial Street; and

(iii) restrictions on the number and size of *adult entertainment* establishments and the establishment of a separation distance between them, which *may* be reduced when they are separated by a major barrier such as a Provincial Freeway.

8.2.3(3) SITE-SPECIFIC POLICIES

a) **1195 Walker's Line:** Notwithstanding Subsection 8.2.3(2) a) of this Plan, freestanding restaurant uses *may* be permitted on property identified as 1195 Walker's Line.

b) **4045 Harvester Road:** Notwithstanding Subsection 8.2.3(2) a) of this Plan, on the property identified as 4045 Harvester Road, one freestanding restaurant and one additional *office* or *industrial* building of a minimum of one thousand, four hundred and thirty (1,430) sq. m. in size, containing up to thirty (30) percent of a limited range of *accessory* retail and *service commercial* uses, *may* be permitted.

c) **3190, 3210 & 3250 Harvester Road:** In addition to the other policies of this Plan, the following policies apply to those lands designated "General Employment" located south of Harvester Road, between Laurentian Drive and Cumberland Avenue, and identified as 3190, 3210 & 3250 Harvester Road:

(i) as part of the review of any *development* proposals, a north-south pedestrian connection *may* be provided across the Canadian National Railways tracks at Cumberland Avenue. The actual location and design details *shall* be determined by the *City* and Canadian National Railways;

(ii) as part of the *development* of lands west of Roseland Creek, a pedestrian and bicycle path *shall* be provided along the Roseland Creek south from Harvester Road and a pedestrian crossing access over the Roseland Creek *may* be provided near the southern extent of Laurentian Drive, subject to the approval of Conservation Halton.

d) **1200 King Road:** Notwithstanding Subsection 8.2.3(2) a) of this Plan, the following additional policies apply to lands designated "General Employment" and located west of King Road, south of Highway 403, and identified as 1200 King Road:

(i) *recreation use* and *entertainment* uses, including a sports arena and/or stadium, *shall* be permitted only up to a maximum seating capacity of nine thousand (9,000) persons. Any *recreation use* or *entertainment uses(s)* with a seating capacity in excess of nine thousand (9,000) persons *shall* require a further amendment to this Plan;

(ii) the Zoning By-law *shall* contain provisions relating to *recreation* and *entertainment uses*, placing a Holding (H) zone prefix on these lands which prohibit a sports arena and/or stadium with a maximum

seating capacity of nine thousand (9,000) persons, until the following is completed to the satisfaction of the *City:*

a. the submission of a parking and access study which demonstrates that site access and parking *shall* be adequate to meet the demands of the sports arena and/or stadium facility;

b. the proposed east-west service road extending from Waterdown Road to King Road has received all applicable approvals to permit its construction; and

c. adequate securities have been posted with the *City* to ensure that the construction of the entire east-west service road *shall* be completed concurrent with the completion of the sports arena and/or stadium facility.

e) **1250 Appleby Line; 4495 North Service Road; 1243, 1239,1227,1181,1230,1254,1240,1200,1184/1178 and 1144 Plains Road East; 955 Maple Avenue:** Notwithstanding the policies of Subsections 8.2.2 d) and 8.2.3(2) a) of this Plan, freestanding *entertainment uses* and *recreation uses may* be permitted.

8.2.4 BUSINESS CORRIDOR DESIGNATION

8.2.4(1) OBJECTIVES

a) To provide locations in the city for prestige-type *office*s and *industrial* uses that require good access and high visibility along major transportation routes.

b) To permit a wide range of *employment* uses including *office*, *industrial and ancillary employment uses.*

c) To establish high design and *development* standards for Business Corridor lands.

8.2.4(2) POLICIES

a) The following uses *may* be permitted within the Business Corridor designation:

(i) a broad range of *office* uses; *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, communications, *utilities* and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause

significant *adverse effects* such as noise, vibration, odours or dust; hotel, conference and convention uses;

(ii) a limited range of *accessory* retail uses such as convenience stores, and a full range of *accessory service commercial* uses such as restaurants and banks, subject to the provisions of Subsection 8.2.2 c) and d) of this Plan; and

(iii) a limited range of *recreation uses* such as fitness centres and gyms, subject to the provisions of Subsections 8.2.2 e) and f) of this Plan; and

(iv) *large-scale motor vehicle dealerships*, subject to the provisions of Subsection 8.2.4(2) e) of this Plan.

b) A range of building heights and *development intensities shall* be permitted within areas designated as Business Corridor.

c) The *City* will *encourage* a minimum *floor area ratio* of *development* of 0.25:1 for *office development* in Business Corridor Lands in order to promote more efficient use of land. Any modification to this *floor area ratio may* occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Business Corridor designation are maintained.

d) The *City* will *encourage* the retention of existing manufacturing uses and permit a wide range of manufacturing uses at these locations.

e) A *large-scale motor vehicle dealership may* be considered by the *City* through a site-specific Zoning By-law Amendment, subject to the fulfillment of the following criteria:

(i) a minimum employment generation target of forty-five (45) jobs per hectare is met;

(ii) the site *should* be located on a Major Arterial or Multi-Purpose Arterial Street or Industrial Connector, as outlined on Schedule O-1: Classification of Transportation Facilities- Urban Area, of this Plan;

(iii) outside storage *shall* be limited (including the parking of vehicles), and any required outside storage *shall* be landscaped. Storage of vehicles *may* be permitted underground, or alternatively, off site; and

(iv) other site plan considerations are addressed, including, but not limited to, stormwater management and drainage and landscaping details.

8.2.4(3) SITE-SPECIFIC POLICIES

a) **441, 501, 521, 538, 539, 559, 578, 598, 649, 801 & 891 North Service Road; 1450 King Road; 1549, 1550, 1569 & 1570 Yorkton Court and 538, 539, 559, 578 & 598 King Forest Court**: Notwithstanding the other policies of this Plan, on the lands on the north side of the North Service Road, east and west of King Road, and identified as 441, 501, 521, 538, 539, 559, 578, 598, 649, 801 & 891 North Service Road, 1450 King Road, 1549, 1550, 1569 & 1570 Yorkton Court and 538, 539, 559, 578 & 598 King Forest Court, only lower *intensity development may* be permitted, subject to the following:

(i) the open-space character of the area *shall* be maintained to the maximum possible degree;

(ii) outside storage of goods and materials is prohibited;

(iii) all uses except parking *shall* be enclosed;

(iv) parking facilities *shall* be landscaped and screened;

(v) landscaping, *tree* planting and berms *shall* be provided within landscape areas abutting North Service Road and King Road;

(vi) the *City's* Natural Heritage System and other wooded areas, hedgerows and *trees shall* be protected to the maximum possible degree;

(vii) a maximum impervious coverage of forty (40) percent *shall* be provided for *lots* which front the North Service Road, save and except 1450 King Road, or as permitted in the Zoning By-law;

(viii) the outside storage of finished brick materials is permitted on approximately 7.5 ha of land consisting of the southernmost 4.8 ha of 1570 Yorkton Court and approximately the westernmost 2.7 ha of 1570 Yorkton Court; and

(ix) notwithstanding Subsections 8.2.4(2) a) and e) of this Plan, a *large-scale motor vehicle dealership* is permitted on land identified as 441 North Service Road. A limited amount of outside storage of motor vehicles for retail use is also permitted, provided the storage area is screened from the North Service Road with landscaping and decorative features. Waste and refuse containers are permitted, provided they are screened from the North Service Road.

(x) additional uses that are supportive of and *accessory* to, the *large-scale motor vehicle dealership* on 441 North Service Road, and that *may* not be located on the same lot as 441 North Service Road, including the outside storage of motor vehicles and parking, *may* also

be permitted on any of the lands identified under Subsection 8.2.4(3)(a) of this Plan.

b) **151, 201, 291 & 391 North Service Road:** *Development* of lands designated "Business Corridor" on the north side of North Service Road, west of King Road, and identified as 151, 201, 291 North Service Road and the *development* of lands at 391 North Service Road, designated "City's Natural Heritage System", *shall* also be required to submit and implement the following:

(i) a site-specific Environmental Impact Assessment (EIA), as described in Subsection 4.2.4 of this Plan, and prepared by a *qualified person*, to ensure that *negative impacts* on the *natural environment* and *natural heritage features and areas* are minimized, through such measures as maximum impervious surface limits and setbacks from *watercourses* and natural features;

(ii) a viewshed study and calculation of maximum building heights to ensure views to the Escarpment are maintained to the maximum extent;

(iii) compliance with the policies of Subsection 10.3.3 of this Plan; and

(iv) in accordance with subsection 4.2.2 (h) upon the acceptance of the EIA, if the City's Natural Heritage System is modified to exclude all or part of 391 North Service Road, 391 North Service Road or part thereof, *shall* be designated "Business Corridor" without amendment to this Plan.

(v) For the lands located at 291 North Service Road asphalt manufacturing with unenclosed equipment and a maximum building height of 20 metres for manufacturing equipment and 25 metres for silos *shall* be permitted.

c) **990 Fraser Drive:** In addition to the uses permitted in Subsection 8.2.4(2) a) of this Plan, a retail furniture showroom in combination with a furniture warehouse is permitted on lands identified as 990 Fraser Drive, provided the retail showroom does not exceed fifty (50) percent of the floor area of the building.

d) **4111 North Service Road and 4315 North Service Road:** In addition to the uses permitted in Subsections 8.2.4(2) a) and e) of this Plan, *motor vehicle dealerships* are also permitted on lands identified as 4111 North Service Road and 4315 North Service Road.

e) **3106, 3110, 3120, 3130 and 3140 South Service Road:** In addition to the uses permitted in Subsection 8.2.4(2) a) of this Plan, freestanding restaurants

are permitted on those lands identified as 3106, 3110, 3120, 3130 and 3140 South Service Road.

f) **Alton Community:** In addition to the policies in Subsection 8.2.4(2) a) of this Plan, within the area bounded by Dundas Street to the south, Highway No. 407 to the north and west and Bronte Creek to the east, known as the Alton Community, outdoor storage is prohibited in yards adjacent to Highway No. 407. Outdoor storage in other locations *shall* be sited, fenced and screened so as not to detract from the character of the Business Corridor.

g) **3750 Palladium Way:** In addition to the uses permitted in Subsection 8.2.4(2) a) of this Plan, *development* of the lands identified as 3750 Palladium Way *shall* be subject to the following additional policies:

(i) a maximum of 0.9 ha of the lands *may* be used for freestanding *service commercial* uses including restaurants and *motor vehicle service stations* and a freestanding convenience store, provided the *total floor area* of these uses does not exceed one thousand four hundred (1,400) sq. m, excluding a *motor vehicle service station*; and

(ii) the remainder of the lands *shall* only be used in accordance with the uses permitted in Subsection 8.2.4(2) a) (i) of this Plan.

h) **3027 Harvester Road and 901 Guelph Line:** In addition to the other policies of this Plan, the following policies apply to *development* within the north-east and south-east quadrants of the intersection of Harvester Road and Guelph Line, identified as 3027 Harvester Road and 901 Guelph Line:

(i) this intersection is identified as a gateway to the city and *shall* consist of high quality, *office development* fronting and facing Guelph Line and Harvester Road. An urban plaza located at the south-east corner *shall* signal the entry into the corporate gateway;

(ii) the Zoning By-law *shall* contain provisions which *shall* permit the *development* of high quality, business corridor uses at the south-east corner of Guelph Line and Harvester Road, in order to act as visual landmarks and help establish the gateway to the city;

(iii) pedestrian access *shall* be provided from lands east of Roseland Creek, over the creek and through to Guelph Line, as part of the *development* of lands west of Roseland Creek;

(iv) *development shall* not proceed on the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, until such time as the property owners sign a Master Servicing/Cost Sharing Agreement for future creek, servicing, traffic and *streetscaping* improvements in the area;

(v) all *development* within the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, *shall* be evaluated within the context of a comprehensive site plan for the entire area that provides appropriate detail with respect to built form, land use mix, internal road pattern and pedestrian access.

i) **3309 Harrison Crescent:** In addition to the other policies of this Plan, the lands identified as 3309 Harrison Crescent, *shall* be subject to the following policies:

(i) banks and similar uses as identified through the Zoning By-law, *shall* not be subject to the provisions of Subsection 8.2.2 c) of this Plan;

(ii) all parking areas *shall* be provided as surface parking. No above grade or below grade parking structures are permitted.

j) **960 Cumberland Avenue**: Notwithstanding the other policies of this Plan, on the lands identified as 960 Cumberland Avenue, a freestanding fitness and racquet club is permitted. In addition, parking for the fitness and racquet club *may* be located on 957 Cumberland Avenue.

8.3 RESIDENTIAL NEIGHBOURHOOD AREAS

The lands designated as "Residential Neighbourhood Areas" on Schedule B: Urban Structure, within the Urban Area, are intended to provide for housing for a full range of residential uses, as well as other residential supportive land uses that are part of an urban residential environment and contribute to the overall well-being of its residents.

While not recognized as an area where significant growth and *development* will take place, the *physical character* of the Residential Neighbourhood Areas will continue to evolve over time in a way that is *compatible* with the surrounding neighbourhood.

All neighbourhoods change over time: through additions and renovations, people moving in and out of the neighbourhood, and infill *development*. Residential intensification is part of this evolution, and through *compatible* infill *development* that may not necessarily be the same as or similar to existing or planned *development* in the area but can co-exist without causing adverse impacts to the surrounding neighbourhood.

All strictly residential based land uses are *compatible* with one another as the use provides the same housing function: a place to live and call home. Policies within the Neighbourhood Residential Areas will focus on ensuring the built form is *compatible* and context-sensitive to the surrounding neighbourhood.

The city's Residential Neighbourhood Area is comprised of three land use designations based on built form: Low-Rise Neighbourhoods I, Low-Rise Neighbourhoods II, and High-Rise Neighbourhoods identified on Schedule C: Land Use – Urban Area of this Plan. Each designation further details the function, location, built form and *scale* of *development* permitted.

New residential housing within the Residential Neighbourhood Area will be accommodated primarily through the *intensification* of existing areas, where *compatible.* The *City* will address new housing demands, through the best use of existing *infrastructure* and *public service facilities* within the Urban Area.

8.3.1 GENERAL OBJECTIVES

a) To *encourage* new residential *development* and residential *intensification* within the Residential Neighbourhood Area in accordance with Provincial, Regional and *City* growth management objectives, while recognizing that the form of new *development* must be balanced with other planning considerations, such as the availability of *infrastructure* and *public service facilities*, and also ensuring that new *development* achieves *compatibility* and integration within existing residential neighbourhoods.

b) To recognize that the Residential Neighbourhood Areas will evolve over time to accommodate population growth and changing demographics to respond to the changing needs of those who call these neighbourhoods home.

c) To provide housing in a form and location that supports the existing, and the expansion of, the city's transportation network, with emphasis on public transit and *active transportation.*

d) To *encourage* the accommodation of a diverse range of household sizes and incomes.

e) To *encourage* a strong *live/work relationship* within the city by providing housing that reflects the existing and future socio-economic, employment and demographic characteristics of local residents.

f) To provide, where *compatible*, housing opportunities in proximity to *Employment Areas* and other land uses that support residential neighbourhoods, such as commercial and recreational activities, in order to improve access to places of work and neighbourhood amenities with a reduced dependence on private automobiles.

g) To provide opportunities for limited small-*scale* commercial uses within Low-Rise Neighbourhoods II and High-Rise Neighbourhoods, where *compatible*, which serve the day-to-day needs of residents without the need for a private automobile.

h) To *encourage* the integration of a wide range of housing types and tenures within Residential Neighbourhood Areas, including *assisted and additional needs housing*, *affordable housing* and rental housing in order to contribute towards meeting the needs of current and future residents at all stages of life and that are attainable at all income levels, and move the city towards the vision for housing in Burlington.

i) To ensure that *development* within the Residential Neighbourhood Area is *compatible* with and considers the surrounding *physical character*.

j) To *encourage* innovative housing design that is designed to accommodate *additional residential units* to support the creation of new rental units and multi-generational housing that can create flexibility to respond to the changing needs of a household, at all stages of life.

k) Healthy mature *trees* contribute to *physical character. Development shall* be consistent with the policies of Section 4.3, Urban Forestry, of this Plan.

8.3.2 GENERAL POLICIES

a) In addition to the permitted uses of each land use designation, within Residential Neighbourhood Areas, the following neighbourhood support uses *may* be permitted:

   (i) *assisted and additional needs housing* such as *group homes*, and *long-term care facilities*, provided *compatibility* with the surrounding neighbourhood is achieved;

   (ii) *home occupations* and *cottage industries*, which are *compatible* with, and complementary to, the primarily residential neighbourhood; and subject to the policies of Subsection 8.3.7 of this Plan;

   (iii) *office* conversions within existing single-detached *dwellings*, which are *compatible* with, and complementary to, the primarily residential neighbourhood, and subject to the policies of Subsection 8.3.8 of this Plan; and

   (iv) neighbourhood parks and open spaces.

b) Multi-unit residential *developments* in Residential Neighbourhood Areas *should* incorporate a mix of unit sizes, including units that contain more than one bedroom, to accommodate a diverse range of household sizes and incomes.

c) *Development* which proposes the creation of a new common roadway will be *encouraged* to provide the roadway in the form of a public right-of-way.

d) The preservation and enhancement of on-site *trees* and vegetation will be *encouraged* in order to assist in maintaining the character of the surrounding neighbourhood.

e) Where there is a significant loss of existing on-site *trees* and vegetation, appropriate compensation *shall* be provided.

8.3.3 LOW-RISE NEIGHBOURHOODS I

The Low-Rise Neighbourhoods I designation is comprised of residential areas that consist of *low-rise, ground-oriented dwellings*. The Low-Rise Neighbourhoods I designation is intended to allow for gradual and *compatible* change in the form of infill *development* that respects the existing *low-rise* character of the city's Neighbourhoods, and allows for more housing options to exist.

8.3.3(1) POLICIES

a) On lands designated Low-Rise Neighbourhoods I, single-detached and semi-detached dwellings, and duplexes *may* be permitted.

b) Notwithstanding Subsection 8.3.3(1) a) of this Plan, triplexes and fourplexes *may* be considered by the *City* on lands designated Low-Rise Neighbourhoods I, where they satisfy Zoning standards for those built form types. The Zoning regulations *shall* be established and *shall* be based on the following:

   (i) the *development* of triplexes and fourplexes *shall* be permitted at the peripheries of neighbourhoods.

   (ii) sufficient lot area and frontage;

   (iii) appropriate lot coverage; and

   (iv) *development may* be permitted to the maximum height of 2 storeys;

c) Notwithstanding Subsection 8.3.3(1) a) of this Plan, townhouses *may* be considered by the *City* on lands designated Low-Rise Neighbourhoods I, through a site-specific Zoning By-law Amendment application subject to the fulfillment of the following criteria:

   (i) the *development shall* include up to a maximum of 4 principal *dwelling units*;

   (ii) the *development* form is *compatible* with the surrounding area;

   (iii) the *development* form is respectful of the *physical character* of the neighbourhood by incorporating built form and landscape qualities that are prevalent in the surrounding area;

   (iv) the *development* includes the provision of a functional *amenity area,* at grade;

   (v) the *development may* be permitted to a maximum height of two (2) storeys; and

   (vi) Healthy mature *trees* contribute to *physical character. Development shall* be consistent with the policies of Section 4.3, Urban Forestry, of this Plan.

d) On lands designated Low-Rise Neighbourhoods I, the maximum height *shall* be established through the implementing Zoning By-law.

e) On lands designated Low-Rise Neighbourhoods I, in addition to the criteria contained in Subsection 12.1.7(2) of this Plan, the following criterion *shall* be considered when evaluating minor variance applications for increased height:

   (i) the maximum building height *should* be comparable to the average height of the highest points of the rooflines of existing residential buildings on the immediately adjoining properties sharing lot lines with the lands under application.

8.3.3(2) SITE-SPECIFIC POLICIES

a) **Orchard Community:** Notwithstanding the policies of Subsections 8.3.3(1) a) to d) of this Plan, within the area bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north and Appleby Line to the west, known as the Orchard Community, the maximum density of development on lands designated Residential - Low Density *shall* be thirty (30) units per *net* hectare. The permitted housing forms in the low and medium density areas *shall* include predominantly single-detached and semi-detached units, townhouses and street townhouses; duplexes, three-plexes and four-plexes are also permitted.

b) **Alton Community:** Notwithstanding the policies of Subsection 8.3.3(1) c) of this Plan, within the area by Dundas Street to the south, Highway No. 407 to the north and west and Bronte Creek to the east, known as the Alton Community, the maximum density of development on lands designated Residential - Low Density *shall* be thirty (30) units per *net* hectare.

8.3.4 LOW-RISE NEIGHBOURHOODS II

The Low-Rise Neighbourhoods II designation is comprised of mainly *low-rise ground-oriented dwellings* with opportunity for *low-rise non-ground-oriented dwellings* at the peripheries of the neighbourhoods. The intent of the Low-Rise Neighbourhoods II designation is to maintain a *low-rise* built form and character while allowing more housing options by permitting *compatible* infill *development*. The neighbourhoods in the Low-Rise Neighbourhoods II designation will evolve over time to include *non-ground oriented dwellings* along the peripheries of the neighbourhood and provide an appropriate built form transition in *scale* between the *ground-oriented dwellings* and *non-ground-oriented dwellings.*

8.3.4(1) POLICIES

a) On lands designated Low-Rise Neighbourhoods II, *ground* and *non-ground-oriented dwellings* including semi-detached dwellings, duplex, triplex and fourplex dwellings, multiplexes, townhouses, street townhouses, stacked townhouses, back-to-back townhouses, and *low-rise* residential buildings *may* be permitted.

b) Existing single-detached dwellings on lands designated Low-Rise Neighbourhoods II are deemed to conform to the Low-Rise Neighbourhoods II designation and policies of this Plan.

c) On lands designated Low-Rise Neighbourhoods II, *development may* be permitted to a maximum height of:

(ii) three (3) storeys for *ground-oriented dwellings* (not including rooftop *amenity* / outdoor areas); or

(iii) four (4) storeys for *non-ground-oriented dwellings.*

d) *Development* of *non-ground oriented* buildings *shall* be permitted only at the periphery of existing neighbourhoods.

8.3.4(2) SITE-SPECIFIC POLICIES

a) **2290 Queensway Drive:** Notwithstanding the policies of Subsection 8.3.4(1) a) of this Plan, *development* on lands identified as 2290 Queensway Drive *shall* be subject to the following:

(i) in addition to the uses permitted in Subsection 8.3.4(1) a) of this Plan, additional specialized retail and *service commercial* uses, as set out in the Zoning By-law, *may* be permitted on the property; and

(ii) the additional permitted retail and *service commercial* uses are permitted within the *existing* building only.

b) **1180 Unsworth Avenue:** Notwithstanding the policies of Subsection 8.3.4(1) a) of this Plan, on the lands identified as 1180 Unsworth Avenue, a Local Centre, including freestanding *office*s, *may* also be permitted, with a maximum non-residential floor area of four hundred (400) sq. m.

c) **4107 & 4125 Upper Middle Road:** Notwithstanding the policies of Subsection 8.3.4(1) a) and Subsection 8.3.8 of this Plan, the lands located on the north side of Upper Middle Road, west of William O'Connell Boulevard, and identified as 4107 & 4125 Upper Middle Road, *may* also be used for *office*s, subject to *compatibility* being provided with the abutting single-detached residential *neighbourhood* to the north.

d) **3095 New Street:** Notwithstanding the policies of Subsections 8.3.4(1) a) and c) of this Plan, on lands identified as 3095 New Street, a mixed-use building with *office* and residential uses *may* be permitted, and the maximum building height *shall* be three (3) storeys.

8.3.5 HIGH-RISE NEIGHBOURHOODS

The High-Rise Neighbourhoods designation is intended to accommodate limited infill *development* that fits into and is sensitive to the existing *physical character* of the surrounding neighbourhoods.

Intensification in the High-Rise Neighbourhoods designation is not limited to mid-rise and tall buildings and can take the form of *ground* and *non-ground oriented* housing. Infill *development* will be expected to enhance the street-level experience for pedestrians.

8.3.5(1) POLICIES

a) On lands designated High-Rise Neighbourhoods, *ground* and *non-ground-oriented dwellings* including triplex and fourplex dwellings, multiplexes, townhouses, street townhouses, stacked townhouses, back-to-back townhouses, stacked back-to-back townhouses, attached housing and apartments, but excluding single-detached and semi-detached dwellings, *may* be permitted.

b) On lands designated High-Rise Neighbourhoods, the maximum height of *development shall* be established through the implementing Zoning By-Law.

c) Notwithstanding Subsection 8.3.5(1) b) of this Plan, *development* with a proposed height in excess of the established maximum height in the implementing Zoning By-law, *may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) a significant reduction of parking at grade;

(ii) the *development should* be located within four hundred (400) m of a *frequent transit corridor;* and

(iii) the *development should* provide a functional outdoor common *amenity area* at grade level for use by residents.

d) *Development*, except triplex and fourplex dwellings on lands designated High-Rise Neighbourhoods *should* provide a functional outdoor common *amenity area* at grade level for use by residents

8.3.5(2) SITE-SPECIFIC POLICIES

a) **Alton Community:** Notwithstanding Subsections 8.3.5(1) a) & d) of this Plan, within the area bounded by Dundas Street to the south, Highway No. 407 to the north and west and Bronte Creek to the east, known as the Alton Community, on lands designated Residential – High Density street townhouses and stacked townhouses, attached housing and apartments to a maximum height of ten (10) storeys *may* be permitted.

b) **910 Guelph Line:** In addition to the other policies of this Plan, the following policies *shall* apply to *development* on lands located in the south-west quadrant of Guelph Line and Glenwood School Drive and identified as 910 Guelph Line:

(i) this intersection is identified as a gateway to the city and any *development* abutting the intersection *shall* be in a compact, urban form;

(ii) the lands *shall* be developed with buildings that front and face the street, and building heights, *massing*, setbacks and landscape features *shall* be designed to enhance the gateway function of this intersection;

(iii) a maximum *floor area ratio* of 2.0:1 *may* be permitted, provided that the building height, *massing*, setbacks and landscaping features are designed to enhance the gateway function of the intersection in accordance with the approved Urban *Design Guidelines.*

c) **1800 Tobyn Drive:** Notwithstanding the density ranges identified in Subsections 8.3.5(1) b) and c) of this Plan, on the lands located at 1800 Tobyn Drive, apartment buildings and at least one *retirement home* with a combined *floor area ratio* of 2.2:1 *may* be permitted. In addition, the two buildings adjacent to the western property line are permitted to have a limited range of ground floor retail, *service commercial* and *office* uses provided these uses are *accessory* and complementary to the seniors' residential complex.

d) **4100 Upper Middle Road:** Notwithstanding the density ranges identified in Subsection 8.3.5(1) b) and c) of this Plan, on the lands identified as 4100 Upper Middle Road, a retirement community consisting of a *long-term care facility*, apartment buildings and *retirement home* units, with a combined maximum *floor area ratio* of 1.9:1, *may* be permitted.

e) **2051-2067 and 2077-2085 Prospect Street:** Notwithstanding the policies of Subsection 8.3.5(1) a) of this Plan, on the northern portion of the lands identified as 2051-2067 and 2077-2085 Prospect Street, only *ground-oriented dwelling units shall* be permitted, to ensure *compatibility* with the abutting single-detached residential neighbourhood to the north.

f) **4880 Valera Road:** Notwithstanding the policies of Subsections 8.3.5(1) a) & d) of this Plan, on the lands identified as 4880 Valera Road, the following additional policies *shall* apply:

(i) retail and *service commercial* uses in the form of mixed use or stand-alone buildings *shall* be provided fronting on Thomas Alton Boulevard; and

(ii) residential building height *shall* be transitioned to provide for a lower height fronting Valera Road and existing residential *development* to the south.

g) **4853 Thomas Alton Boulevard:** Notwithstanding the policies of Subsection 8.3.5(1) b) and 8.3.5(2) a) of this Plan, on the lands identified as 4853 Thomas Alton Boulevard, the following policies *shall* apply:

(i) a maximum density of 299.5 units per hectare *shall* be permitted; and

(ii) a maximum height of 17 storeys *shall* be permitted.

h) **2087-2103 Prospect Street:** Notwithstanding the policies of Subsections 8.3.5(1) a) of this Plan, on the northern portion of the lands identified as 2087-2103 Prospect Street, only *ground-oriented dwelling units* in the form of stacked townhouses shall be permitted to ensure *compatibility* with the *abutting* detached residential neighbourhood to the north.

i) **2421-2431 New Street:** For the properties identified as 2421 and 2431 New Street, the following additional policies *shall* apply:

(i) a maximum density of 234 units per hectare *shall* be permitted for *special needs housing* including *seniors' housing* in the retirement home building;

(ii) a maximum density of 207 units per hectare *shall* be permitted for the residential apartment building; and

(iii) an *institutional use shall* be provided on the ground floor of the residential building.

j) **1085 Clearview Avenue, 1082, 1086, and 1090 St. Mathews Avenue**: Notwithstanding the policies of subsections 8.3.5(1) b), of this Plan, for the properties located at 1085 Clearview Avenue, 1082, 1086, and 1090 St. Mathews Avenue a building with a maximum residential density of 262 units per *net* hectare *shall* be permitted.

8.3.6 [POLICY NUMBER NOT IN USE]

8.3.7 HOME OCCUPATIONS AND COTTAGE INDUSTRIES

8.3.7(1) OBJECTIVE

a) To provide opportunities for limited, small-*scale,* home-based *office* and personal *service commercial* activity and *cottage industries* in residential areas, that are *compatible* with the main residential use and function of the area.

8.3.7(2) POLICIES

a) Regulations relating to the location of *home occupations* and *cottage industries shall* be included in the Zoning By-law.

b) Zoning By-law regulations relating to *home occupation*s and *cottage industries shall* be based on the following:

(i) persons employed by the *home occupation* or *cottage industry shall* be limited to residents of the household from which the *home occupation* or *cottage industry* is conducted;

(ii) the *home occupation* or *cottage industry* use *shall* be *accessory* to the primary residential use of the *dwelling unit*, and the size of the area devoted to the *home occupation* or *cottage industry shall* be restricted to a percentage of the size of the *dwelling unit*;

(iii) outside storage and display *shall* be prohibited, and exterior signage restricted; and

(iv) the *home occupation* or *cottage industry shall* be limited to those that are *compatible* with surrounding residential area with respect to such considerations as noise, odour, traffic levels and parking.

8.3.8 OFFICES

8.3.8(1) OBJECTIVE

a) To provide opportunities for limited conversions of existing detached dwellings to small-*scale office*s that serve the residential community and are *compatible* with the main residential use and function of the area.

8.3.8(2) POLICIES

a) Regulations relating to the conversion of *existing* detached dwellings to *office* uses *shall* be included in the Zoning By-Law.

b) Zoning regulations relating to *office*s in residential zones *shall* be based on the following:

(i) vehicular access to the *office should* be directly from:

a. a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Main Street, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area; and

b. an Urban Avenue, Main Street, or Neighbourhood Connector, as identified on Schedule O-3: Classification of Transportation Facilities, Downtown Urban Centre.

(ii) signage for *office*s *shall* be restricted to be in keeping with the residential c*haract*er *of t*he area;

(iii) the creation of the *office* within an *existing* residential building *shall* be *compatible* with the surrounding area and respectful of the *physical character* of the neighbourhood;

(iv) where an *existing* building of *built heritage resource* value is conv*erted* to *office use*, limited, architecturally *compatible* additions *shall be permitted,* only provided they are complementary *to* the *physical character* of the *built heritage resource* and of the area;

(v) adequate off-street pa*rking* is provided; and

(vi) adequate buffe*ring is pr*ovided to a*djace*nt residential properties*.*

8.3.9 RETAIL AND SERVICE COMMERCIAL USES

8.3.9(1) OBJECTIVE

a) to provide opportunities for limited, small-*scale* retail and *service commercial* uses that serve the residential community and are *compatible* with the main residential use and function of the area.

8.3.9(2) POLICIES

a) Retail and/or *service commercial uses may* be permitted within proposed residential development in Low-Rise Neighbourhoods II and High-Rise Neighbourhoods designations subject to the following criteria:

(i) the property *shall* be adjacent to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Main Street, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) the retail and/*or service commercial use shall* be primarily intended to serve on-site residents and those located within immediate walking distance of the property;

(iii) the retail and/or *service commercial* use *shall* be *compatible* with the surrounding area and respectful of the *physical character* of the neighbourhood; and

(iv) the retail and/or *service commercial* uses *shall* be located at grade level within a building containing residential uses.

b) The Zoning By-law *shall* establish the total cumulative floor area of retail and/or *service commercial* uses that *may* be permitted.

8.3.10 DAY CARE CENTRES

a) Notwithstanding Subsection 3.2.2 b) of this Plan, day care centres in Residential Neighbourhood Areas are subject to the following additional policies:

(i) regulations relating to day care centres *shall* be included in the Zoning By-law;

(ii) zoning regulations and site plan considerations relating to day care centres in Residential Neighbourhood Areas *shall* be based on the following:

a. Within Low-Rise Neighbourhoods I, the day care centre *shall* be small in *scale*. The Zoning By-law *shall* establish a maximum floor area for day care centres in this designation

b. the day care centre *shall* be *compatible* with the surrounding area and respectful of the *physical character* of the neighbourhood;

c. adequate parking, vehicular ingress/egress and drop-off, and adequate indoor and outdoor *amenity areas* for children's play are provided;

d. the adverse impacts on the neighbourhood in terms of considerations such as traffic, noise, lighting, odours, security, removal of *trees*, sun shadowing and privacy, are minimized;

e. vehicular access to the day care centre *shall* be directly from a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street or Neighbourhood Connector, as outlined on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan.

(iii) a day care centre facility located on a school site or within a school building *shall* not be subject to Subsections 8.3.10 a) ii) a. and e. of this Plan.

8.4 NATURAL HERITAGE SYSTEM, PARKS AND OPEN SPACE

The Natural Heritage System (NHS), designated on Schedule C: Land Use – Urban Area, of this Plan, is made up of *natural heritage features*, such as *woodlands* and *valleylands*, and the *linkages* and inter-relationships among them. The Natural Heritage System plays an important role in maintaining and enhancing the quality of life, environmental health and *sustainability* of the Urban Area.

The Natural Heritage System consists of the City's Natural Heritage System and the Greenbelt Natural Heritage System. Section 4.2, Natural Heritage System, of this Plan, identifies the components of the Natural Heritage System in the city and sets out objectives and policies related to the Natural Heritage System that apply throughout the city, including the Urban Area. This section of the Plan contains

additional objectives and policies that apply to the City's Natural Heritage System, specifically within the Urban Area. The objectives and policies of this section *shall* be read in conjunction with the objectives and policies in Section 4.2, Natural Heritage System, of this Plan and the objectives and policies contained in Section 4.4, Water Resources, of this Plan.

In addition portions of the Greenbelt Natural Heritage System are located within the Urban Area as shown on Schedule M: The Natural Heritage System, of this Plan. The objectives and policies respecting the Greenbelt Natural Heritage System are contained in Section 4.2.3, Greenbelt Natural Heritage System, of this Plan.

Parks and Open Spaces are essential components of a healthy and sustainable urban area. The "Major Parks and Open Space" designation is intended for Community Parks and City Parks and other public and private open space lands.

8.4.1 CITY'S NATURAL HERITAGE SYSTEM DESIGNATION

8.4.1(1) OBJECTIVES

a) To maintain, restore and enhance the long-term ecological health, integrity and biodiversity of the Natural Heritage System in the Urban Area and its *ecological* and *hydrologic functions.*

b) To maintain, restore and enhance *Key Natural Features*.

c) To maintain, restore and enhance the continuity of *linkages* and functional interrelationships among *natural heritage features*, *ecological functions*, surface and groundwater features and *hydrologic functions*.

d) To direct *development* to locations outside hazardous lands and hazardous sites.

e) To avoid increased flooding, erosion and sedimentation.

f) To protect and enhance the quality and quantity of ground and surface water and their related *hydrologic functions.*

g) To preserve examples of the landscape that display significant earth science features and their associated processes.

h) To enhance air quality.

i) To provide opportunities for scientific study and education.

j) To provide opportunities for *non-intensive recreation uses* within the *City's* Natural Heritage System, where appropriate.

8.4.1(2) POLICIES

a) The *City's* Natural Heritage System is designated on Schedule C: Land Use – Urban Area, of this Plan. The Natural Heritage System in the Urban Area is part of the broader, city-wide Natural Heritage System shown on Schedule M: The Natural Heritage System, of this Plan, which in turn is part of a much larger system extending far beyond the city's boundaries. The *Key Natural Features* that have been identified within the Natural Heritage System are shown on Schedule M: Natural Heritage System, of this Plan.

b) Section 4.2, Natural Heritage System, of this Plan identifies the components of the Natural Heritage System and sets out objectives and policies related to the Natural Heritage System that apply throughout the city, including in the Urban Area. This section of the Plan contains additional policies that apply to the *City's* Natural Heritage System, specifically within the Urban Area. The policies of this section *shall* be read in conjunction with the objectives and policies in Section 4.2, Natural Heritage System, of this Plan, and with the objectives and policies contained in Section 4.4, Water Resources, of this Plan.

c) The following uses *may* be permitted in the *City's* Natural Heritage System designation, subject to the other policies of this Plan and to the applicable policies of the Greenbelt Plan, except where the use involves *development* or *site alteration* prohibited under Subsection 4.2.2 m) (i) of this Plan:

(i) *existing uses;*

(ii) single-detached dwellings on existing *lots* created under The Planning Act*;*

(iii) *non-intensive recreation uses* such as nature viewing and pedestrian trails;

(iv) forest, wildlife and fisheries management;

(v) archaeological activities;

(vi) *essential* linear *infrastructure* facilities;

(vii) *accessory buildings, structures* and facilities and site modifications to accommodate them;

(viii) *home occupations* and *cottage industries* with a floor area not exceeding one hundred (100) sq. m. or twenty-five (25) percent of the residential living area, whichever is lesser*;* and

(ix) *essential watershed management* and flood and erosion control projects either carried out or supervised by a *public authority* or

approved in this Plan. Stormwater management ponds are not permitted in *Key Natural Features* or in *buffers* to those features.

8.4.1(3) SITE SPECIFIC POLICIES

a) **151, 201, 291 & 391 North Service Road:** The lands at 151,201,291 & 391 North Service Road are subject to the policy in Subsection 8.2.4(3) b).

8.4.2 MAJOR PARKS AND OPEN SPACE DESIGNATION

8.4.2(1) OBJECTIVES

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character and lifestyle of the city's residents.

b) To ensure that an adequate and equitable supply of parks, open space and public gathering space, and a full range of leisure opportunities, is available throughout the city.

c) To collaborate with other agencies such as the school boards, Conservation Halton and the Region of Halton in the planning and *development* of parks and other recreation and leisure facilities.

d) To implement the park classification system established in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time, in order to effectively address the parks and recreational needs of city residents.

8.4.2(2) POLICIES

a) Uses permitted within the Parks and Open Space designation *may* include:

(i) municipal parks and related *public service facilities*;

(ii) *golf courses* and related facilities; and

(iii) outdoor recreation uses and *non-intensive recreation uses.*

b) New *golf courses* and golf driving ranges, and expansions to existing *golf courses* and driving ranges requiring additional land, *shall* not be permitted.

c) All City Parks and Community Parks are designated as Major Parks and Open Space on Schedule C: Land Use - Urban Area, of this Plan. Parkettes, Neighbourhood Parks and Special Resource Areas are not identified under a separate land use designation in the Urban Area.

d) A proposal to re-designate lands within the Major Parks and Open Space designation to another land use designation *shall* only be considered by the *City* in conjunction with a statutory Official Plan Review.

8.4.2(3) SITE-SPECIFIC POLICY

a) **2120 Itabashi Way:** Notwithstanding the other policies of this Plan, the lands designated "Major Parks and Open Space," south of Upper Middle Road, between Shoreacres Creek and the rail line, north of and adjacent to the rail line, and identified as 2120 Itabashi Way, *shall* be subject to the following:

(i) the lands *shall* only be used as a private or public open space use separation buffer for residential *development* on the lands south of Upper Middle Road, between Walker's Line and Appleby Line, and the adjoining industries located to the south of the rail line;

(ii) permitted uses within this designation *shall* be limited to only one public health care (Wellness House) building, provided that no overnight health care accommodation is permitted; private open space, stormwater management and erosion control facilities, walking trails, nature viewing and parking lots.

8.5 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule C: Land Use –Urban Area, of this Plan, includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies contained in Section 4.10, Mineral Aggregate Resources, of this Plan, *shall* apply to the Mineral Resource Extraction Area designation in the Urban Area, except as follows:

a) **5235 Dundas Street:** Notwithstanding the other policies of this Plan, the existing shale *quarry* operation located at 5235 Dundas Street *shall* be subject to the following:

   (i) the *City shall* consider the shale *quarry* operation as *an interim land use* and *encourage* its progressive *rehabilitation* for an appropriate after-use; and

   (ii) where *rehabilitation* is being undertaken by reforestation, the after use *shall* aim to re-establish a functioning *ecosystem* similar in condition to the natural *ecosystem* in the Region of Halton.

8.6 INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

8.6.1(1) OBJECTIVE

a) To identify existing *infrastructure* and transportation corridors.

8.6.1(2) POLICY

a) The lands identified in this designation represent major existing corridors and *shall* be subject to the policies of Chapter 6: Infrastructure, Transportation and Utilities, of this Plan.

8.7 SPECIFIC USE POLICIES

8.7.1 ACCESSORY DRIVE THROUGHS

An *accessory drive-through* is an automobile-oriented amenity that provides a convenience to people travelling by private automobile. Although convenient, *accessory drive-throughs* present transportation management, planning and urban design challenges. The addition of an *accessory drive-through* to commercial uses, where permitted, need to ensure *compatibility* with the stated objectives for an area or designation, as they can have the potential to alter the form, function and *compatibility* of a principal use and compromise other city objectives including *intensification*, and transit and pedestrian-oriented *development*.

8.7.1(1) OBJECTIVES

a) To ensure that principal uses which include an *accessory drive-through,* adopt a form and function that responds to and supports the planned *development* of an area.

b) To restrict new *accessory drive-throughs* in specific Mixed Use *Intensification Areas* which are intended to accommodate higher *intensity developments,* pedestrian and transit-oriented *development* and where a high level of *compatibility* among a wide range of uses, including *sensitive land uses* within a building, site or area will be required.

c) To ensure that *developments containing accessory drive-throughs*, where permitted and appropriate*,* are developed with minimal adverse impacts on the functionality, *compatibility* and urban design of a site or area and will not compromise *intensification* of a site.

8.7.1(2) POLICIES

a) *Accessory drive-throughs* within the Urban Growth Centre and MTSA Special Planning Areas, as identified on Schedule B: Urban Structure, of this Plan, *shall* be prohibited.

b) *Accessory drive-throughs* within the Uptown Urban Centre, as identified on Schedule B: Urban Structure, of this Plan, as well as lands designated Urban Corridor on Schedule C: Land Use – Urban Area, of this Plan, *may* be permitted through a site-specific Zoning By-Law amendment, subject to the fulfillment of the following criteria to the satisfaction of the *City:*

(i) the proposed d*evelopment* ensures *compatibility* by appropriately separating and mitigating potential adverse impacts of the *accessory drive-through* in relation to residential uses and other *sensitive land uses* within, and adjacent to, the proposed *development*;

(ii) the *accessory drive-through* will not impede current or future opportunities for *intensification,* including the *development* of *sensitive land uses,* on or adjacent to the site;

(iii) the *accessory drive-through* does not conflict with the objectives and policies of the applicable land use designation and design policies of this Plan.

c) Notwithstanding Subsection 8.7.1(2) b) of this Plan, an *accessory drive-through may* be permitted without a site-specific amendment to this Plan or the Zoning By-Law where:

(i) the *accessory drive-through* was *existing* or approved prior to the date of approval of this Plan; or

(ii) the *accessory drive-through* is associated with, and located within the same building as, a *motor vehicle service station*.

d) *Accessory drive-throughs* are also subject to the policies of Subsection 7.3.3 a) of this Plan.

8.7.2 ADDITIONAL RESIDENTIAL UNITS

8.7.2(1) OBJECTIVE

a) To support the creation of *additional residential units* in *ground-oriented* building forms within all land use designations that permit residential uses, to increase the supply of *affordable housing* options in the city, subject to the Zoning By-law and other applicable regulations, including, but not limited to, the Ontario Building Code and Fire Code.

8.7.2(2) POLICIES

a) Where one single-detached dwelling, semi-detached dwelling, townhouse unit or street townhouse unit is permitted on a *parcel of urban residential land, additional residential units may* be permitted in accordance with the following:

(i) A maximum of three *additional residential units may* be permitted in addition to the principal unit, for a total of four residential units.

(ii) In all cases a maximum of one (1) *additional residential unit may* be located within a building or structure *accessory* to the principal unit.

(iii) Where a *parcel of urban residential land* has an existing *garden suite,* a maximum of two *additional residential units may* be permitted, only within the principal building.

b) Notwithstanding Subsection 8.7.2(2) a) (ii) of this Plan, a second *additional residential unit may* be permitted within the same building accessory to the principal unit as the first *additional residential unit*, if determined appropriate through the work of Phase 1 of the New Zoning By-law project.

c) *Additional residential units shall* not be permitted within a *hazardous site* or *hazardous lands*, unless where specifically permitted by the conservation authority, and *shall* have safe access.

d) *Additional residential units shall* be subject to regulations under The Planning Act and regulations in the implementing Zoning By-law which *shall* be based on good land use planning principles, including health and safety and environmental considerations.

e) The Zoning By-law *shall* contain parking standards for *Additional Residential Units* that consider alternative parking standards where appropriate.

f) *Additional Residential Units shall* have adequate servicing.

8.7.3 GARDEN SUITES

8.7.3(1) OBJECTIVE

a) To permit the use of a self-contained portable *dwelling unit* as a form of temporary accommodation within any land use designation that permits residential uses, in accordance with The Planning Act.

8.7.3(2) POLICIES

a) Zoning By-laws *may* be enacted, in accordance with The Planning Act, to permit a *garden suite* as a form of temporary accommodation on the same property as the following principal dwelling forms: a single detached

dwelling, semi- detached dwelling, townhouse unit or street townhouse unit within any land use designation that permits residential uses.

b) The following criteria *shall* be considered when evaluating proposals for a *garden suite*:

(i) the lot size and layout in terms of accommodating the *garden suite* without unreasonable loss of private outdoor *amenity area*;

(ii) if there are existing *additional residential units* on the property, in which case, a *garden suite shall* only be permitted on a property containing no more than one (1) *additional residential unit*;

(iii) the *compatibility* of the *garden suite* with adjacent residential properties and the surrounding residential neighbourhood in terms of *physical character*, *massing*, heights, visual appearance, privacy, open space *amenity areas*, *lot* size and *lot* coverage;

(iv) adequacy of *infrastructure* to accommodate the *garden suite*;

(v) adequacy of on-site parking; and

(vi) health and safety standards and criteria are met.

c) *Garden suites shall* also be subject to the policies of Subsections 12.1.10 (2) c), d) and e) of this Plan.

d) As a condition of approval of a *garden suite*, an agreement between the *City* and the owner and/or tenant *shall* be required which will include such matters as the installation, maintenance and removal of the *garden suite*; the period of occupancy of the *garden suite*; and the monetary or other form of security that the *City may* require for potential or actual costs related to the *garden suite*.

8.8 SUB-AREA POLICIES

8.8.1 TREMAINE DUNDAS COMMUNITY

The Tremaine Dundas Community is located north of Dundas Street, west of Tremaine Road, south of Highway No. 407 and east of Bronte Creek, as identified on Schedule R: Tremaine Dundas Community, of this Plan. The overall vision for the Tremaine Dundas Secondary Plan is to incorporate significant energy saving and renewable energy initiatives to be a leading edge, environmentally responsible mixed-use community that promotes a healthy, sustainable, green lifestyle through an integrated approach.

The secondary plan includes a mix of land uses providing a range of opportunities for residential and *employment* development, in addition to parks and open space that maximize the *natural environment*. The *employment* area is provided along Tremaine Road and Dundas Street and will provide a range of opportunities including office, retail/commercial and light industrial uses that encourage live work proximity. The future *employment* uses along Tremaine Road will be planned and designed to achieve land use compatibility with future *employment* uses east of Tremaine Road within the Town of Oakville. *Employment* and residential uses *may* be located in close proximity to each other with guidance related to urban design and land use compatibility standards. The residential neighbourhoods are integrated with the mixed use corridor along Dundas Street and the natural heritage features of the Bronte Creek valleylands and the central and southern woodlands.

8.8.1(1) OBJECTIVE

a) To establish a more detailed planning framework for the Tremaine Dundas Community in support of the general policy framework provided by the Official Plan.

8.8.1(2) GENERAL POLICIES

a) The policies of this section apply only to those lands shown on Schedule R: Tremaine Dundas Community, of this Plan and all policies are to be read in conjunction with the policies of the Official Plan. In the event of a conflict, the more specific policies *shall* apply.

b) The Tremaine Dundas Community is expected to accommodate approximately 1945 to 2030 new residents and provide approximately 816 to 900 new jobs upon full build out. *Development shall* be guided by the Tremaine Dundas Community Secondary Plan.

c) In addition to the policies found in Chapter 3: Complete Communities the following additional policies *shall* apply.

(i) The *City* will *encourage* the *development* of *affordable housing* by means of innovative housing designs and residential *development* that consider such matters as more modest amenities, materials and finishes and an examination of innovative building design. The *City* also *encourages* housing designs that facilitate subsequent conversion to provide additional housing units that support achievement of *affordable housing* targets.

(ii) A range and mix of housing types will be provided in each development phase.

(iii) **5463 Dundas Street**: The following policies apply to lands identified as 5463 Dundas Street:

a. The Crooks/Norton Farm House *shall* be conserved and maintained consistent with a Conservation Plan prepared for the resource by the applicant as part of a *development* application and approved by the *City*.

b. A heritage easement agreement *shall* be secured to provide permanent protection of the Crooks/Norton Farm House. The easement agreement will be informed by the Conservation Plan described in (a) above.

c. The Crooks/Norton Farm House *shal*l be designated under Part IV of the Ontario Heritage Act.

d. Adequate parking and access *shall* be provided to support any potential adaptive re-use of the Crooks/Norton Farm House, in accordance with the Zoning By-law. Any parking *shall* be sited and designed in a manner that does not detract from the heritage resource and provided it can be shown that there will be no negative impact on the adjacent natural heritage system.

e. Landscape around the Crooks/Norton Farm House *shall* emphasize plantings appropriate to the history of the farm, retain significant trees and retain portions of the farm lane, where feasible.

f. The Crooks/Norton Farm House *shall* be commemorated through interpretive plaques.

d) In addition to the policies found in Chapter 4: Environment and Sustainability the following additional policies *shall* apply.

(i) For lands designated as Natural Heritage System on Schedule C: Land Use – Urban Area and Schedule R: Tremaine Dundas Community, of this Plan, the policies of Section 8.4.1 of the Burlington Official Plan *shall* apply.

(ii) The following uses *may* be permitted within *linkages* and *enhancements* to the *key natural features*:

a. Trails consistent with the *City's* Community Trails Strategy as reviewed and approved by the *City*, which *shall*;

i. not be located within *hazardous lands*;

ii. use native species to naturalize trail edges;

iii. be the minimum width required;

iv. be designed with suitable surfacing material compatible with their surroundings, as per the City's Community Trails Strategy; and

v. be designed and located to help to manage access to the natural heritage system by minimizing impacts to *key natural features*;

vi. be consistent with a Trail Management Plan undertaken as part of the completion of the Environmental Implementation Report and Functional Servicing Study (EIR/FSS);

vii. be on publicly owned lands; and

viii. be designed such that the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as agricultural operations.

b. *Compatible Low Impact Development infrastructure* (i.e. vegetated swales) that is *essential* to provide conveyance functions, as reviewed and approved by the *City*, the Region of Halton and Conservation Halton;

c. A "Special Street" reviewed and designed in consultation with the *City*, Conservation Halton and Halton Region to facilitate safe movement of wildlife between the central woodlands and Bronte Creek valleylands.

(iii) The following uses *may* be permitted within *buffers*:

a. Trails, as reviewed and approved by the *City*, the Region of Halton and Conservation Halton where it can be

demonstrated that these elements do not result in a *negative impact* on the natural heritage system;

b. *Compatible Low Impact Development infrastructure* (i.e. vegetated swales) that is *essential* to provide conveyance functions, as reviewed and approved by the *City*, the Region of Halton and Conservation Halton.

(iv) *Buffer* refinements for the Tremaine Dundas Secondary Plan are to be implemented using a science-based approach by:

a. recognizing the *buffers* applied to *key natural features* applied at the Regional scale in the Regional Official Plan and as carried forward through the Subwatershed Study Update (May, 2018);

b. following an approach that is consistent with the policies of the *City*, Region of Halton, Conservation Authority and Province, the findings of the Ontario Municipal Board in its decision dated April 6, 2016, PL111358 and consistent with the risk-based approach and steps described in the Region's Buffer Refinement Framework to be used as the foundation for the refinement process;

c. recognizing *key natural feature* and *watercourse* sensitivity and significance and their contribution to the long term *ecological functions* of the natural heritage system;

d. considering the nature and scope of the proposed adjacent land use, and any measures intended to improve and enhance *buffer* function

(v) Where *buffers* are not already naturally vegetated, trees *shall* be planted in *buffers* (in conjunction with other naturalization plantings) to contribute to the protection of *key natural features* and their functions from some of the impacts associated with adjacent land uses in accordance with landscape plans approved by the *City*, Halton Region and Conservation Halton.

(vi) Trees *may* also be planted (in conjunction with other naturalization plantings) in *linkages* and *enhancements* to the *key natural features* (in conjunction with other naturalization plantings) where opportunities are identified to improve *ecosystem* functions.

(vii) Preservation and/or replacement of Endangered Butternut trees *shall* be in accordance with applicable regulations under the Endangered Species Act as enforced by the Ministry of Natural Resources and Forestry.

(viii) Protection of contributing Redside Dace habitat from potential impacts associated with site grading *shall* be in accordance with applicable Provincial and Federal regulations.

(ix) Potential opportunities for *enhancements* within *key natural features*, *buffers* and *linkages* have been suggested in the Tremaine and Dundas Secondary Plan Subwatershed Study, May 2018 Update.

a. Such opportunities are to be further explored through the Environmental Implementation Report and Functional Servicing Study (EIR/FSS), including potential additional opportunities for *enhancements*, both within and adjacent to *key natural features*.

b. The final *enhancements,* as identified through the Environmental Implementation Report and Functional Servicing Study (EIR/FSS), are to be identified and described in a Restoration and Enhancement Plan prepared in consultation with the *City*, Halton Region and Conservation Halton and implemented through the plan of subdivision.

(x) The hedgerow located on the westerly side of the central woodland connecting to the Bronte Creek valleylands has been identified by the Ministry of Natural Resources and Forestry (MNRF) as potential species at risk habitat for endangered bats that will require further study through the Environmental Implementation Report and Functional Servicing Study (EIR/FSS). The hedgerow has been identified on Schedule R: Tremaine Dundas Community, of this Plan, as an "Area for Future Study". The "Area of Future Study" can be removed without amendment to this Plan upon approval of the completed EIR/FSS to reflect the results of the Study.

(xi) The *watercourse* located at the southeast corner of the Tremaine Dundas Secondary Plan area *may* be relocated provided its ecological and *hydrologic functions* are maintained within a natural channel design, an appropriate buffer is provided to the *watercourse* (as per the Tremaine and Dundas Secondary Plan Subwatershed Study Update, May 2018), and the required permits and approvals are obtained from Federal government, Provincial government and Conservation Halton. Should the *watercourse* be relocated, the adjacent land use designation *shall* be deemed to apply.

(xii) The natural heritage system *may* also support trails provided it can be demonstrated that these elements do not result in a *negative impact* on the natural heritage system.

(xiii) Trails *may* be permitted within *key natural features* where:

a. Use of the existing informal trail along the westerly side of the central woodland and use of this route is determined to result in fewer impacts on the *key natural feature* than the creation of a new trail; or

b. A trail connection is required to facilitate appropriate access and no alternative route is feasible.

(xiv) Trails will be designed to safely accommodate all trail users according to a hierarchy that is consistent with the City's Community Trails Strategy.

(xv) Trails, where within or adjacent to *key natural features*, will be located and designed to minimize impacts and encourage appropriate forms of access and use in accordance with Conservation Halton policies

(xvi) The boundaries of the natural heritage system as identified in the Tremaine Dundas Secondary Plan Subwatershed Study Update, May 2018, *may* be refined in accordance with policy 4.2.2 (h).

(xvii) An Environmental Monitoring Plan, based on the framework to be provided in the Environmental Implementation Report and Functional Servicing Study (EIR/FSS) *shall* be prepared in consultation with the *City*, Region of Halton and Conservation Halton, as a condition of draft plan of subdivision approval.

(xviii) The stormwater management facilities *shall* be located to facilitate maximum benefit and performance of their essential functions in accordance with Halton Region's Urban Services Guidelines and will be subject to approval by Conservation Halton and the *City*.

(xix) Stormwater management ponds *shall* be designed as key focal/visual features within the community in addition to functional objectives related to water quantity and water quality control and *shall* be designed as part of the overall pedestrian and trail system with view points and interpretive signage.

(xx) The use of a number of on-site best management practices is anticipated within lands designated on Schedule C: Land Use – Urban Area and Schedule R: Tremaine Dundas Community, of this Plan, as Business Corridor, Urban Corridor and Urban Corridor- Employment. This includes the use of storage facilities to retain stormwater on-site via above and below ground techniques (i.e. Parking lot storage, roof-top storage, cisterns and small storage ponds). Clean stormwater *may*

be used for irrigation and process water purposes. Facilities that promote groundwater recharge such as permeable pavements, bio-retention areas and grassed swales are also anticipated to partially maintain the pre-*development* hydrology and to enhance the quality of stormwater discharges.

(xxi) *Low impact development* strategies are strongly encouraged to promote green living and as an environmentally friendly and a responsible *development* practice. Selection of final LID strategies *shall* consider minimizing ongoing maintenance costs to the City.

(xxii) The range of *low impact development* strategies considered *may* include strategies at the lot level by incorporating source control measures through draft plan of subdivision. Where appropriate, these strategies *may* include a variety of practices such as: reduced lot grades, increased topsoil depths, roof drainage control or storage, infiltration galleries, porous pavements, rain gardens and grassed swales, infiltration measures to improve groundwater recharge including infiltration basins and trenches, exfiltration pipes or porous pavement, and oil/grit separators as identified within the Tremaine Dundas Community Urban Design Guidelines.

(xxiii) Built form in the Tremaine Dundas Secondary Plan area *shall* minimize impervious surfaces, to the extent possible.

(xxiv) Enhanced landscaping and grading of stormwater management facilities located along Tremaine Road *should* be incorporated into the detailed design, subject to review and approval by Conservation Halton and the *City*.

(xxv) Headwater Drainage Features considered to contribute to Redside Dace habitat are to be conveyed to occupied Redside Dace habitat downstream to the satisfaction of Conservation Halton.

(xxvi) Final locations, size and number of stormwater management facilities will be determined through a detailed analysis in the Environmental Implementation Report and Functional Service Study (EIR/FSS) and will be in accordance with Halton Region's Urban Services Guidelines.

e) In addition to the policies found in Chapter 6: Infrastructure, Transportation and Utilities the following additional policies *shall* apply.

(i) Extensive, single-use surface parking lots are discouraged in areas designated Urban Corridor and Urban Corridor- Employment. Limited, short-term convenience parking is permitted in the Urban

Corridor area to support the retail uses and is *encouraged* to be shared use parking where permitted.

(ii) Where surface parking lots are present in areas designated Business Corridor, parking is *encouraged* to be located at the rear of buildings, away from street frontages in order to improve the quality of the public realm and minimize visual impact.

(iii) In areas designated Urban Corridor-Employment, parking is *encouraged* to be provided in the form of shared structured parking lots or underground parking garages.

(iv) Adequate vehicular and bicycle parking and storage facilities for residents, employees and visitors *shall* be provided in each of the land use areas to *encourage* active transportation and effective use of transit. Other transportation measures, such as electric vehicle charging stations, dedicated priority parking spaces for carpool, ride sharing and ultra low emission vehicles in parking areas of multi-storey residential, Urban and Business Corridor *shall* be considered and incorporated into future *development* where feasible.

(v) Street and pedestrian connections to Tremaine Road *shall* be designed to align with the North Oakville West Secondary Plan and approved by Halton Region in accordance with their applicable guidelines.

(vi) At least one street connection to Dundas Street *shall* be provided to provide access to the community from the south as approved by Halton Region in accordance with their applicable guidelines.

(vii) Any lands identified as required for future widening and/or realignment of Dundas Street, as identified in the Dundas Street Class EA Study/Dundas Street Detailed Design Study, *shall* be dedicated to Halton Region for the purpose of road right-of-way widening, realignment and future road improvements in accordance with their applicable guidelines.

(viii) Any lands within a 50m x 5m block from Tremaine Road westerly (at the northwest corner of Tremaine Road and Dundas Street) are required for a transit station/transit stop and have been identified as required for the future widening and/or realignment of Dundas Street, as identified in the Dundas Street Class EA Study/Dundas Street Detailed Design Study, *shall* be dedicated to Halton Region for the purpose of road right-of-way widening, realignment and future road improvements.

(ix) A daylighting triangle measuring 15m along Dundas Street and 15m along Tremaine Road *shall* be dedicated to Halton Region for the purpose of road right-of-way widening and future road improvements.

(x) Daylighting triangles measuring 15m along Tremaine Road and all proposed intersections (full movement and right in/right out) *shall* be dedicated to Halton Region along with any other lands required for the purpose of road right-of-way widening, realignment and future road improvements in accordance with their applicable guidelines.

(xi) Minor modifications to the location, size and alignment of the conceptual streets *may* be permitted without amendment to the Official Plan provided that such modifications are approved by Halton Region in accordance with their applicable guidelines. The final location of the local street network *shall* be developed at the draft plan of subdivision stage and *may* incorporate a *flex street* in proximity to the Urban Corridor area. Any modifications to intersections with Regional roads will require Halton Region's approval in accordance with their applicable guidelines.

(xii) Sidewalks along Neighbourhood Connector roads *shall* be designed to a minimum width of 1.8 metres wide on both sides of the street to accommodate pedestrian movement (exception may be made for design of "Special Street").

(xiii) Sidewalks *shall* be 1.8 to 3.0 metres in width in high pedestrian generation areas particularly where retail is provided along the street in order to accommodate sidewalk cafes, kiosks and street vendors.

(xiv) Streets *shall* be designed to include space for *transportation facilities* and *transportation amenities* such as furniture, benches, bicycle locking and repair stations, bollards, shelters, banners and special decorative lighting throughout the community. Street furniture *shall* be coordinated and contribute positively the character of the community.

(xv) The "Special Street" identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan, *shall* be designed in accordance with the management strategy identified in the Tremaine Dundas Secondary Plan Subwatershed Study Update May, 2018, the Tremaine Dundas Community Urban Design Guidelines and future assessment of the following factors to design appropriate mitigation measures to achieve the best possible conditions for ongoing wildlife movement:

a. Road conditions such as width of roadway, traffic volume, traffic speed, road grade, road side slopes, road barriers and road lighting;

b. Known movement patterns of wildlife daily and seasonally and species most likely to cross;

c. Topography in the vicinity of the road crossing that *may* facilitate movement beneath the roadway via a constructed wildlife underpass, culvert or span bridge;

d. Opportunities for traffic calming through road modifications such as reduced traffic speed, road narrowing at natural heritage system crossing, signage, road lighting and improved sightlines;

e. Temporary road closure if there are well known short-term movement patterns (i.e. Amphibian crossings from upland to wetland for breeding);

f. Provision of alternate basking sites away from road crossings for cold blooded reptiles, if required;

g. Provision of appropriate nesting habitat for reptiles and amphibians away from road crossings, if required;

h. Wildlife crossing structures that include the design and construction of funneling structures to lead animals into crossing structures. An ecopassage to facilitate safe movement of amphibians and small mammals.

(xvi) Any lands within 25m of the centre line of the original 66ft right-of-way of Dundas Street (Regional Road 5) that are part of the subject property *shall* be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.

(xvii) Future Municipal transit service is to be accommodated within future *development applications* within the Tremaine Dundas Secondary Plan in order to provide mobility options for residents and employees and facilitate the achievement of Regional and *City* transit utilization targets.

(xviii) Lands have been identified as Infrastructure and Transportation Corridor to allow for provision of service and utility uses including the distribution of hydro uses and highway-related uses.

(xix) All new electrical and telecommunication cabling within right-of-ways *shall* be located underground.

(xx) Utility boxes required within the right of way *shall* be well integrated with the design of the streetscape.

f) In addition to the policies found in Chapter 7: Design Excellence the following additional policies *shall* apply.

(i) *Development* within the Tremaine Dundas Secondary Plan community shall create a sustainable, mixed-use community and will contribute towards the achievement of the *City's* Sustainability principles and objectives.

(ii) Tremaine Dundas Community Urban Design Guidelines *shall* be utilized to review form and pattern of *development* within the public and private realm in areas such as *low impact development*, sustainable design, built form, cultural heritage, streetscape and *active transportation*.

(iii) Buildings *shall* incorporate minimum required sustainable design measures in accordance with the City's Sustainable Building and Development Guidelines and the Tremaine Dundas Community Urban Design Guidelines.

(iv) A target of 50% of all *development* within the Tremaine Dundas Community *shall* incorporate additional innovative design features promoting carbon reduction, energy efficiency, water conservation and environmental sustainability. These include L*ow Impact Development*, "green" building technologies such as green or cool roofs, rainwater harvesting for re-use, grey water recycling, renewable energy sources, bioswales, permeable pavement, LEED design, Net- Zero ready buildings, etc.

(v) *Development* on lands designated Business Corridor and Urban Corridor – Employment is *encouraged* to incorporate *Eco-Industrial Development* practices, through the incorporation of measures such as locally generated and shared energy sources, sharing waste heat, etc.

(vi) *Development* on lands designated Business Corridor *should* promote the use of alternate modes of transportation: walking, cycling or transit and *encourages* transportation demand techniques such as electric vehicle charging stations, car-pooling, other forms of ride-sharing with incentives such as dedicated priority parking spaces for

carpool, ride sharing, and ultra low emission vehicles through a minimum percentage of total parking spaces.

(vii) New residential *development* will be *encouraged* to incorporate sustainable building and design measures, such as renewable energy sources, front yard rain gardens, high reflectivity paving and roofing materials, permeable pavement, and on-site rainwater retention strategies.

(viii) New residential *development* energy demand *should* achieve an EnerGuide 85 energy efficiency rating for residential buildings.

(ix) To facilitate the establishment of a sustainable environment and discourage idling of vehicles, *accessory drive-throughs shall* not be permitted within the Tremaine Dundas Community.

(x) New *development* within the public and private realm *shall* incorporate generous landscaping and tree planting, with the intent of increasing the extent of the canopy cover, promoting interception of rainfall and maximizing evapotranspiration.

(xi) Trees and shrubs *shall* be planted adjacent to buildings and in strategic areas to reduce energy consumption by providing shading, climate protection, and windbreaks.

(xii) Trees *shall* be integrated into parking lots and other impervious areas.

(xiii) Management plans for wooded features within the natural heritage system *should* be developed to contribute to the long term health and function of the system. Existing tree canopy and healthy, native trees in hedgerows outside the natural heritage system should also be preserved wherever feasible.

(xiv) *Development* proposals *should* preserve existing healthy trees, relocate healthy trees, where feasible, plant replacement trees using an aggregate-caliper formula, in accordance with a Tree Preservation Plan prepared to the satisfaction of the *City*, and incorporating the planting of additional trees where appropriate.

(xv) The *City shall* require the incorporation of appropriate tree planting during design of streetscapes, including considerations of diverse, non-invasive, drought tolerant, salt tolerant and low maintenance trees including the provision of adequate minimum soil volumes and soil composition.

(xvi) The *City* will *encourage* increased energy efficiency of buildings, reduced stormwater run-off, use of green roofs and/or low albedo

roofing materials and strategically placed trees to provide shade for buildings and to minimize the urban heat island effect.

(xvii) The *City* will *encourage* the protection and enhancement of *watercourses* and planting and reforestation of creek blocks, streams and valleylands and their *buffer* areas where appropriate.

(xviii) Incorporation of solar energy in the Business Corridor and Urban Corridor – Employment designations is *encouraged* to be located on the roofs of buildings to reduce lot coverage and improve the public realm. Excess energy produced through solar panels *may* be transmitted throughout the community to prevent the waste of energy and the reliance on other non-renewable energy sources.

(xix) *Developments* in the Business Corridor are *encouraged* to incorporate visible *green infrastructure* technology into facades and signage, such as photovoltaic cells, recycled materials and green roofs.

(xx) Sustainable building materials and design treatments are *encouraged* throughout the secondary plan area.

(xxi) The use of residual heat or energy from business operations is *encouraged* to provide heating, cooling, and energy for other processes on the same lot, adjacent lots or to other areas within the community.

(xxii) The use of permeable surfaces is *encouraged* to improve ground water recharge and reduce storm water runoff.

(xxiii) The *City* will *encourage* the efficient use of land by incorporating best practices and innovative stormwater management techniques throughout the design of the community to the greatest extent reasonably possible.

(xxiv) Urban agriculture is *encouraged* throughout the secondary plan area as part of the community's character and open space system. Intense forms of urban agriculture *may* also be considered within the Business Corridor allowing for locally grown foods.

(xxv) Privately owned surface parking lots *should* incorporate *Low Impact Development* techniques.

(xxvi) Surface parking lots *should* incorporate trees and landscaping to mitigate *urban heat island effect*, provide shade and contribute to the quality of the *public realm*.

(xxvii) Streets and intersections *shall* incorporate design standards and features intended to facilitate walking, cycling and street life.

(xxviii) Landscaping is *encouraged* along pedestrian linkages, to provide an increased *public realm*, shade, and protection from natural elements (i.e. wind, rain, sun, and snow).

(xxix) Private pedestrian linkages *may* permit stormwater management *infrastructure* or underground parking to be incorporated below grade.

(xxx) Buildings *shall* be located, where feasible and practical, to support existing or proposed linkages and natural connections to facilitate pedestrian use within the community.

(xxxi) Crime Prevention Through Environmental Design (CPTED) measures *shall* be implemented on all pedestrian linkages to create a safe and secure environment.

(xxxii) Pedestrian connections to the Crooks/Norton Farm House at 5463 Dundas Street *should* be provided to allow access to the site from the future road network and Dundas Street.

8.8.1(3) LAND USE POLICIES

a) The Land use designations for the Tremaine Dundas Community are identified on Schedule C: Land Use – Urban Area and Schedule R: Tremaine Dundas Community, of this Plan. In conjunction with the policies in Sections 8.1, 8.2, 8.3 and 8.4 of this Plan, the following policies *shall* apply.

8.8.1(3.1) URBAN CORRIDOR DESIGNATION

a) In addition to uses permitted in 8.1.3 (7.2) c) a Farmers market use is permitted.

b) Notwithstanding policy 8.1.3 (7.2) c) iii) residential uses *shall* not be permitted on the ground floor of buildings abutting a major arterial or abutting a neighbourhood connector within 90 metres of Dundas Street.

c) Notwithstanding policy 8.1.3.(7.2) d) townhouse *dwelling units may* only be permitted as a component of an overall mixed-use development where they do not abut Dundas Street and where the long term objectives of the Urban Corridor designation are not compromised in terms of function of the Urban Corridor as a vibrant gathering and focal point within the community, mix of retail and service commercial uses, overall site design, building form or intensity.

d) Notwithstanding policy 8.1.3 (7.2) l) floor-to-floor height at grade *shall* be a minimum of 4.5 metres to accommodate commercial uses within mixed use buildings.

e) Notwithstanding policy 8.1.3 (7.2) g) buildings fronting onto a major arterial street *should* be a minimum of three storeys. Buildings greater than four storeys *shall* require appropriate site specific air quality assessments at site plan stage.

f) In addition to the policies in 8.1.3 (7.2) an updated Noise and Vibration Study will be required as part of any proposed *development* application to assess all transportation and stationary noise sources in the vicinity of the application.

8.8.1(3.2) URBAN CORRIDOR – EMPLOYMENT DESIGNATION

a) In addition to uses permitted in 8.1.3 (8.2) b) prestige *industrial* and *office* uses are encouraged. Farmers market use is permitted.

b) In addition to the policies in 8.1.3 (8.2) d*evelopment* in the Urban Corridor – Employment block along the west side of Tremaine Road *shall* achieve land use compatibility with future *employment* uses along the east side of Tremaine Road, as well as with residential uses located to the west.

c) Notwithstanding policy 8.1.3 (8.2) h) *development* on lands designated Urban Corridor – Employment *shall* be a minimum of two storeys and a maximum of 6 stories although buildings located in close proximity to the intersection of Tremaine Road and Dundas Street *should* be a minimum of three storeys. Any increase in maximum height *shall* require a site specific Zoning By-law amendment and an air quality assessment to assess potential existing and future industrial and traffic impacts from the surrounding areas.

d) In addition to the policies in 8.1.3 (8.2) outside storage *shall* not be permitted.

e) In addition to the policies in 8.1.3 (8.2) loading, servicing and delivery functions *shall* be consolidated to the extent practical and *shall* generally be located to the rear of buildings and screened from public view.

f) In addition to the policies in 8.1.3 (8.2) lands within the Urban Corridor - Employment designation *may* be used for stormwater management including *Low Impact Development* and naturalization with emphasis on creating more open green space between buildings.

g) Policy 8.1.3 (8.2) m) does not apply. The addition of non-employment uses through a site specific Official Plan Amendment *shall* be prohibited.

8.8.1(3.3) BUSINESS CORRIDOR DESIGNATION

a) Notwithstanding policy 8.2.4(2) (a)(i) hotel, conference and/or convention uses *shall* not be permitted.

b) In addition to the polices in 8.2.4(2) *development* along the west side of Tremaine Road *shall* achieve land use compatibility with future *employment* uses along the east side of Tremaine Road, as well as with residential, mixed uses and natural heritage system areas located to the west within the secondary plan area.

c) In addition to the polices in 8.2.4(2) the Business Corridor *shall* have a minimum of 70 - 90 m in depth (dependant on adjacent land use) to provide sufficient buffering between residential uses within the Tremaine Dundas Community and future potential industrial uses located within the Town of Oakville.

d) In addition to the polices in 8.2.4(2), with the exception of the stormwater management ponds along Tremaine Road, *development* within the Business Corridor *shall* create a continuous street frontage that complements the anticipated Town of Oakville Tremaine Road frontage and helps address potential noise compatibility concerns with future *employment* uses in the Town of Oakville.

e) Notwithstanding policy 8.2.4 (2) b) *development* along Tremaine Road *shall* be a minimum of two storeys in height (or the equivalent height) to provide screening and buffering for residential *development* to the west.

f) In addition to the polices in 8.2.4(2) *development* that abuts residential areas will include adequate landscaping, fencing, noise abatement or other measures to achieve compatibility between uses.

g) In addition to the polices in 8.2.4(2) loading, servicing and delivery functions *shall* be consolidated to the extent practical, be generally located at the rear/side of buildings and be screened from public view.

h) In addition to the polices in 8.2.4(2) lands within the Business Corridor designation *may* be used for stormwater management, including *Low Impact Development* features and naturalization, and for *enhancements* to *key natural features* as part of the natural heritage system.

i) In addition to the polices in 8.2.4(2) outside storage *may* be permitted provided adequate screening and buffering is established.

8.8.1(3.4) RESIDENTIAL – MEDIUM DENSITY

a) Notwithstanding policy 8.3.9.2 a) in the Residential – Medium Density areas limited, small-scale retail uses that serve the day to day needs of residents within close proximity *may* be permitted at grade within a building containing residential uses in the storeys above, subject to being compatible with the main residential use and respectful of the *physical character* of the

neighbourhood. Such uses will be guided by appropriate standards in the Zoning By-law including, but not limited to parking, access and amenity areas.

b) Notwithstanding policy 8.3.4 (1) c) *development* in the Residential – Medium Density *shall* be a maximum of two storeys within 70 metres from lands designated for *employment* to ensure adequate land use compatibility with the Business Corridor designation and lands located within the Town of Oakville. Any increase in height within the noted 70 metres from lands designated for *employment shall* require a site specific Zoning By-law amendment and an air quality assessment to assess potential future industrial source characteristics and all industrial and traffic impacts from the surrounding areas.

c) In addition to the polices in 8.3.4(1) any new *sensitive land uses* within 70 meters of an *employment* designation *shall* submit a Land Use Compatibility Assessment to identify potential issues and prescribe appropriate mitigation measures. Mitigation measures could include but are not limited to a range of site layout and building design strategies, including such as building setbacks, orientation, landscaping and materiality, as well as acoustic barriers intended to attenuate noise, such as fencing, landscaping or vegetation. If required, environmental warning clauses can be issued and included in Offers of Purchase and Sale, lease/rental agreements or condominium declarations. Specific mitigation measures that *may* be required will be finalized through the site plan stage.

d) In addition to the polices in 8.3.4(1) an updated Noise and Vibration Study will be required as part of any proposed development application to assess all transportation and stationary noise sources in the vicinity of the application.

8.8.1(3.5) MAJOR PARKS AND OPEN SPACE DESIGNATION

a) In addition to policies in 8.4.2 (2) parks within the Tremaine Dundas Community *shall* provide active and passive recreational opportunities and ensure residents are within 400 metres of parkland, open space or trails.

8.8.1(4) IMPLEMENTATION POLICIES

a) In addition to the Implementation policies of the Official Plan, the following additional policies *shall* apply.

(i) Within the Tremaine Dundas Community, *development* may proceed in two phases, as shown on Schedule R: Tremaine Dundas

Community, of this Plan, with phasing proceeding based on the following:

a. Phase 1 will generally comprise the lands to the south and east of the Central Woodland, including the lands designated as Residential – Medium Density, Urban Corridor, Urban Corridor – Employment and Business Corridor. Phase 1 *shall* include a maximum of 400 residential *dwelling units*.

b. Phase 2 will generally comprise the lands to the north and west of the Central Woodland, including lands designated as Residential – Medium Density.

c. Progression of *development* is contingent on the availability of public *infrastructure* and/ or *public service facilities*. The timing and availability of *infrastructure shall* be in accordance with the Region's current Official Plan and Master Plans.

d. The *City*, in consultation with the Region, *may* permit minor adjustments to the phasing boundaries without an Official Plan amendment where such adjustments are made in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated that there are no negative impacts on the City or Region, including from land use planning, natural heritage system, *infrastructure* and/or *public service facilities*, financial impact perspectives, and the Regional Allocation Program.

e. Approval of *development* and site alteration *shall* be contingent on the submission of an Environmental Implementation Report/Functional Servicing Study (EIR/FSS) as part of a draft plan application, to the satisfaction of the *City*, Conservation Halton and the Region of Halton.

f. A holding zone (H) *shall* be utilized for Phase 2 lands until such time as additional growth has been identified by the Region to ensure orderly development. *Development* in Phase 2 lands is contingent on the additional growth as identified by the Region. If the additional growth would allow for greater density than permitted in Phase 1 or Phase 2 lands, an Official Plan Amendment *shall* be required to adjust the density of residential units.

g. Draft approved plans of subdivision *shall* not be registered prior to the availability of sanitary sewage and water system capacity, as determined by the *City* and the Region of Halton.

h. The *development* of employment areas within the Tremaine Dundas Secondary Plan will be *encouraged* to occur concurrently with the *development* of nearby residential lands. If residential uses within 70 metres of an *employment* designation are developed prior to the *employment* uses within the Business Corridor blocks, appropriate interim noise mitigation measures and buffering *shall* be implemented to ensure compatibility with potential *employment* uses on the Town of Oakville lands in accordance with the recommendations of a Land Use Compatibility Assessment and Detailed Noise Study.

8.8.2 BRONTE CREEK MEADOWS COMMUNITY

8.8.2(1) VISION

Bronte Creek Meadows Community is a new neighbourhood area that covers approximately 132 hectares of land and encompasses areas of open fields and woodlots. The Bronte Creek Meadows Community is located north of Mainway, west of Burloak Drive, south of Upper Middle Road and east of Creek Way, as identified on Schedule S: Bronte Creek Meadows Community, of this Plan. The overall vision for the Bronte Creek Meadows Community is to establish a framework to guide the development of the area as a vibrant mixed-use, *transit-supportive*, *complete community* inclusive of social, environmental and economic benefits.

The *natural environment* of the Bronte Creek Meadows Community, including the protection and enhancement the Natural Heritage System, *urban forests* and watersheds, will lay the foundation for an urban community structure to emerge over time. A new community structure will be organized in districts, each with its own vision and character, as well as a new *multi-modal* transportation network throughout the entire community, connecting to the broader city network.

The Bronte Creek Meadows Community will include a mix of land uses providing a range of opportunities for residents and *employment* development, in addition to *public service facilities*, a wide range of mobility options and parks and open space that will connect to and maximize the *natural environment*.

Policies for the Bronte Creek Meadows Community will outline the need for further study, including tertiary planning, and establish guidance for *infrastructure*, phasing and more to achieve orderly, efficient, and *sustainable* urban development.

8.8.2(2) OBJECTIVES

The Bronte Creek Meadows Community will be planned as a vibrant mixed-use, *transit-supportive*, *complete community* that achieves the following objectives:

a) To create a complete, compact and environmentally *sustainable* community, with a mix of uses in walking distance of transit;

b) To provide a range of services and facilities that will satisfy health, education, social, religious, culture and recreation needs of the Bronte Creek Meadows Community;

c) To include a mix of uses including *employment*, housing, *public service facilities*, parks, and commercial shops and services;

d) To plan for population and employment densities to support existing and planned local and regional transit;

e) To provide a range of housing types and tenure to support *affordable housing* and meet a broad range of demographics and income levels;

f) To create a balanced community with a variety of local jobs and live/work opportunities for residents;

g) To create a built environment that achieves walkability, high-quality public spaces and design excellence;

h) To establish a safe, balanced and connected fine grain *multi-modal* transportation network;

i) To plan for land uses and building forms which are *compatible* with the surrounding area and achieve sensitive integration with existing areas;

j) To create new parks, trails, *public realm* and open spaces;

k) To ensure the protection and enhancement of the Natural Heritage System;

l) To ensure the conservation of *cultural heritage* and *archaeological resources;*

m) To phase development in a manner that optimizes the use of existing and new *infrastructure* to support growth in a compact, efficient form; and,

n) To recognize and promote opportunities for the abutting utility corridor, located parallel to Upper Middle Road, to serve as a functional public non-intensive recreational amenity and a linkage between the Uptown Urban Centre and surrounding neighbourhoods.

o) To *encourage* innovation in Bronte Creek Meadows to support the City's plans and strategies, to establish:

(i) a public service destination including parks, recreation and healthcare services;

(ii) opportunities for sustainable features including sustainable mobility; and

(iii) innovative approaches for housing.

8.8.2(3) GENERAL POLICIES

a) The policies of this section *shall* only apply to those lands shown on Schedule S: Bronte Creek Meadows Community, of this Plan, and all policies are to be read in conjunction with the policies of this Plan. In the event of a conflict, the more specific policies *shall* apply.

b) The Bronte Creek Meadows Community policies *shall* plan to accommodate growth to 2051 and beyond, including approximately 16,000 new residents in approximately 9,000 new units and provide approximately 3,600 new jobs.

c) The Bronte Creek Meadows Community *shall* plan to accommodate a minimum of approximately 400 new *affordable* units.

d) *Development shall* conform to the overall vision for the Bronte Creek Meadows Community and support the achievement of the objectives and policies of the applicable district.

e) *Public service facilities* and *institutional uses shall* be permitted in all districts identified on Schedule S: Bronte Creek Meadows Community, of this Plan.

f) Public/private partnerships for the purpose of providing *public service facilities* are *encouraged*.

g) *Affordable Housing shall* be permitted and *encouraged* to locate in all districts.

h) *Additional needs housing* is *encouraged* where residential uses are permitted.

i) *Accessory drive-throughs shall* be prohibited.

j) Amenities are *encouraged* within the *utility* corridor located parallel to Upper Middle Road, which serve the recreation needs of the Bronte Creek Meadows Community and which are generally compatible with the lands' primary purpose as a utility corridor. Amenities *may* include, but are not limited to, community gardens, pedestrian and bike pathways and/or off-leash dog parks.

k) Notwithstanding the policies of Section 6.3, Utilities, of this Plan, surface parking areas *shall* not be permitted within a *utility* corridor.

l) *Development* of *ground-oriented dwellings shall* require a minimum of 20% of new units to contain an *additional residential unit* and/or be built to accommodate a future *additional residential unit*, including side or rear secondary entrance/exit and other requirements, to the satisfaction of the *City*.

Variations in a given phase to this minimum target *shall* not require an Official Plan Amendment, where it can be demonstrated that the minimum target is being achieved across the portion of the Community that is being developed for *ground-oriented dwellings*.

m) In order to facilitate *additional residential units*, the Zoning By-law *shall* identify minimum side-yard setbacks for *ground-oriented* residential lots that

allow sufficient space for the provision of side entrance doors through initial construction or potential future renovation of *ground-oriented dwellings*.

n) In advance or as part of required Tertiary Planning, an overall Land Use and Built Form Strategy *shall* be prepared for the entirety of the Bronte Creek Meadows Community as shown on Schedule S: Bronte Creek Meadows Community, of this Plan, in accordance with Section 8.8.2 (12.1) a) of this Plan. The preparation of this strategy will include consultation with the City's Urban Design Advisory Panel and *shall* be completed in conformity with the objectives and policies of this Plan, to the satisfaction of the *City*.

o) The *City shall* work in partnership with the landowner and other community partners to implement innovative approaches to delivering public services including healthcare, sustainable development and mobility options, and approaches to innovative housing options.

8.8.2(4) COMMUNITY STRUCTURE

The Bronte Creek Meadows Community Structure is made up of both natural and planned systems which divide the area into Districts. This Community Structure is informed by policies of this section and the Official Plan, which lay the foundation for a future *complete community*. Systems will link the districts to create an integrated community. The existing and planned systems that contribute to the Bronte Creek Meadows Community Structure include the following:

- **Natural Heritage System** – The layout of districts and future *development* blocks is driven by the defined Natural Heritage System. Neighbourhood design will support the maintenance and enhancement of natural features and functions and a continuous natural open space system, where appropriate. Future studies through *development applications* will address the ultimate location and definition of features such as buffers.

- **Infrastructure and Mobility Network** – This system is comprised of existing and planned *infrastructure*, utility and mobility elements. The future mobility network in the Bronte Creek Meadows Community will provide enhanced mobility and connections to the broader city network. The creation of districts is informed by the extension of Sutton Drive and Corporate Drive and will be further sub-divided by future local *complete streets* and trail connections to create a fine network of *multi-modal* connections and future development blocks. Enhanced *active transportation,* transit service and *multi-modal* transportation connections, including infrastructure and transit investments, will support community connectivity between the Bronte Creek Meadows Community and adjacent neighborhoods, as well as to the Appleby GO Station and the rest of the city.

- **Parks and Public Service Facilities** – The Bronte Creek Meadows Community will include a network of new *public service facilities*, *public realm* and parks that will serve the new community, as well as surrounding neighbourhoods. These important *complete community* elements will be connected and adjacent to each other, where possible, to create synergies of uses to serve the public, enhance accessibility and create vibrancy, as well as complement and reinforce the Natural Heritage System and Infrastructure and Mobility Network. Tertiary planning and *development applications* will determine the ultimate location of these system elements in each district and the inter-relationships among them. The vision for the Bronte Creek Meadows Community includes a large, central public park in the Burloak Commons District.

8.8.2(5) DISTRICTS

The Bronte Creek Meadows Community is made up of three districts. Each district has its own vision and will evolve into neighbourhood areas with their own distinct attributes and character. A new *infrastructure* and mobility network will connect the three districts to support a *complete community* that allows people to easily move around the neighbourhood and access a wide range of amenities, services, housing, jobs and transit.

Schedule S: Bronte Creek Meadows Community, of this Plan, identifies the districts and their boundaries. The boundaries of each district are conceptual in nature and will be confirmed through future development applications.

8.8.2(5.1) MEADOWS NEIGHBOURHOOD DISTRICT

The Meadows Neighbourhood District is located at the north-west quadrant of the Bronte Creek Meadows Community and will serve as a transition to adjacent neighbourhoods. This district is envisioned to be a new neighbourhood, providing a wide range of housing types with complementary community facilities, public spaces and parks. While the Meadows Neighbourhood will be primarily *low-rise ground-oriented dwellings*, the introduction of *mid-rise*, *non-ground oriented dwellings* along with shops and services to support daily needs *may* be considered along Upper Middle Road and Sutton Drive to contribute to a vibrant, *complete community*.

8.8.2(5.1.1) OBJECTIVES

a) To require a wide range of housing types, including single detached, semi-detached, townhouses with *Additional Residential Units* incorporated, as well as *non-ground oriented dwellings*.

b) To ensure that the future neighbourhood needs for *public service facilities*, parks and *institutional uses* are considered and planned for to contribute to a *complete community* for Bronte Creek Meadows Community.

c) To establish new trails and *complete streets* to support walking and cycling connections to existing schools and adjacent neighbourhoods.

d) To require space for active uses at key locations and frontages in the neighborhood to create a vibrant pedestrian environment and provide uses that will serve the general needs of the community. The key neighbourhood locations and frontages will be defined through the required Land Use and Built Form Strategy.

8.8.2(5.1.2) POLICIES

a) As part of a tertiary plan, an Urban Design Concept Plan in accordance with the Land Use and Built Form Strategy outlined in Section 8.8.2 (3) j) *shall* be completed for the Meadows Neighbourhood District to the satisfaction of the *City* and be reviewed by the City's Urban Design Advisory Panel.

b) The following uses *may* be permitted in the Meadows Neighbourhood District:

(i) *Ground-oriented dwellings* including: single-detached dwellings; semi-detached dwellings; duplexes, multiplexes and townhouses;

(ii) non-*ground oriented dwellings* including low and mid-rise apartments;

(iii) *additional residential units*, subject to the policies of Subsection 8.7.2 of this Plan;

(iv) day care centers;

(v) *public service facilities*; and

(vi) *institutional* uses,

(vii) *office*; and;

(viii) retail and *service commercial uses*.

c) The Land Use and Built Form Strategy outlined in Section 8.8.2 (12.1) a) *shall* identify locations and frontages in the Meadows Neighburhood District which will require mixed uses and continuous active uses at grade. Adjacent

to these identified locations and frontages *development shall* contain a minimum of two permitted uses. *Institutional uses*, *public service facilities* and day care centers are permitted as standalone uses.

d) The minimum building height *shall* be two (2) storeys and the maximum building height *shall* not exceed:

   (i) three (3) storeys for *ground-oriented dwellings* (not including rooftop amenity/outdoor areas); or

   (ii) Five (5) storeys for non-*ground-oriented dwellings*.

e) An increase to the maximum building height identified in subsection 8.8.2 (5.1.2) d) ii) to a *mid-rise building* form *may* be considered adjacent to Sutton Drive and Upper Middle Road through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, provided that the objectives and policies of the Meadows Neighbourhood District and the policies of this Plan are maintained.

f) The Zoning By-law *shall* establish a minimum floor area for uses above the first storey, except for standalone residential *development*.

8.8.2(5.2) BURLOAK COMMONS DISTRICT

The Burloak Commons District is located on the eastern side of the Bronte Creek Meadows Community and is envisioned to be a key area for *intensification* to accommodate residential and employment growth. This district will focus on a diversity of housing types and the creation of mixed-use buildings with residential units, shops, *offices* and daily/weekly needs. This district will serve as a community hub with a concentration of community services, amenities and facilities, transit, public spaces and parks. This district is also envisioned to include a large, central public park and community centre with indoor recreation needs that will be determined by the *City* through a community needs study in accordance with Section 8.8.2 (9) i) of this Plan and implemented through required Tertiary Planning and *development application* planning stages. Community amenities to be included at a minimum include the following:

- One full size double gym;
- Two multipurpose community rooms;
- Public Washrooms accessible to park users; and,
- A Park Maintenance Facility.

Updates to this list as a result of the community needs study would not require an amendment to this Plan.

8.8.2(5.2.1) OBJECTIVES

a) To accommodate a concentration of residential, retail, *employment*, *public service facilities* and *service commercial uses* in buildings with varying heights that contribute towards the creation of lively, vibrant and people-oriented places.

b) To accommodate more intensive, transit-supportive *development* with a focus on diversity of housing types and the creation of mixed-use buildings to accommodate residential growth.

c) To require a mix of uses including *employment* uses to support the creation of new businesses, services and amenities to support a *complete community*, create jobs and accommodate *employment* growth.

d) To require active uses such as stores, restaurants, patios, *public service facilities*, *institutional uses*, *offices* and residential lobbies to create vibrant streetscapes for leisure, shopping, dining and working.

e) To ensure that *development* contributes to the creation of a walkable community by providing an accessible and attractive pedestrian environment, with internal links such as complete streets, trails and connections to adjacent districts, neighborhoods and Bronte Creek Provincial Park.

f) To *encourage* new *development* to be in a *compact built form*.

g) To ensure *development* incorporates sensitive transitions with surrounding areas including Bronte Creek Provincial Park.

8.8.2(5.2.2) POLICIES

a) *Development shall* be planned to be *active transportation and transit supportive* with a pattern of streets and block that *encourages* pedestrian circulation.

b) *Development shall* be oriented to the street and designed to promote a vibrant and safe street life and support transit.

c) As part of a tertiary plan, an Urban Design Concept Plan informed by the Land Use and Built Form Strategy outlined in Section 8.8.2 (12.1) a) *shall* be completed for the Burloak Commons District to the satisfaction of the *City* and be reviewed by the City's Urban Design Advisory Panel. This Urban Design Concept *shall* include, but not be limited to, the following:

   (i) A built form of varying heights including *low-rise* and *mid-rise buildings*. *Tall buildings may* be considered in accordance with 8.8.2 (5.2.2) e);

(ii) consideration of shadow and wind impacts;

(iii) appropriate transitions to the Natural Heritage System, the existing neighbourhood to the north of the district, as well as Bronte Creek Provincial Park on the east side of Burloak Drive; and,

(iv) Burloak Commons District Urban Design Guidelines, if necessary.

d) The Zoning By-law *shall* establish a minimum building height of two (2) storeys and the maximum building height *shall* not exceed eleven (11) storeys, unless otherwise permitted by the policies of this Plan.

e) Notwithstanding the maximum height identified in 8.8.2 (5.2.2) d), *tall buildings* up to a maximum of twenty (20) storeys in locations identified as appropriate for the accommodation of *tall buildings* in the Land Use and Built Form Strategy, *may* be permitted, subject to the development of appropriate zoning standards, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the objectives and policies of the Burloak Commons District and this Plan are maintained;

(ii) demonstrate consideration of Council-approved urban *design guidelines*;

(iii) implement the findings of the Land Use and Built Form Strategy, including appropriate transitions to the Natural Heritage System, existing neighbourhoods, as well as Bronte Creek Provincial Park and other relevant guidance; and,

(iv) the proponent submits and implements, to the satisfaction of the *City*, an *urban design brief* that demonstrates how the proposal's design achieves high quality of design and mitigates the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.

f) The City *shall* explore opportunities to partner in the provision of underground and/or structured parking spaces dedicated for public use.

g) The following uses *may* be permitted in the Burloak Commons District:

(i) residential uses with the exception of single-detached and semi-detached dwellings;

(ii) *additional residential units*, subject to the policies of Subsection 8.7.2 of this Plan;

(iii) retail and *service commercial* uses;

(iv) *office* uses, including research and development, and information processing uses;

(v) *public service facilities;*

(vi) *institutional uses;*

(vii) hotel uses;

(viii) *recreation* uses;

(ix) *entertainment* uses;

(x) light assembly and manufacturing uses *compatible* with *abutting sensitive land uses*; and,

(xi) day care centres.

h) Notwithstanding Subsection 8.8.2(5.2.2) g) i) of this plan, limited single-detached and semi-detached dwellings *may* be permitted adjacent to the Natural Heritage System provided it can be demonstrated through the Burloak Commons Urban Design Concept Plan that additional 3-bedroom units can be accommodated and will not compromise the vision, objectives and policies of the District and of this Plan.

i) The Land Use and Built Form Strategy outlined in Section 8.8.2 (12.1) a) *shall* identify locations and frontages in the Burloak Commons District which will require mixed uses and continuous active uses at grade. In these locations and frontages, *development shall* contain a minimum of two permitted uses, as identified in Subsection 8.8.2 (5.2.2) e) of this plan. *Institutional uses*, *public service facilities* and day care centres are permitted as standalone uses.

j) The Zoning By-law *shall* establish a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in the Burloak Commons District.

8.8.2(5.3) MAINWAY INSTITUTIONAL DISTRICT

The Mainway Institutional District is located on the south-west quadrant of the Bronte Creek Meadows Community and its boundaries are defined by the Natural Heritage System and existing woodlots. This district is envisioned to be a focus for *employment*, *institutional* and healthcare uses to support the creation of jobs, with shops and services for employees and visitors.

This district will include new streets and *active transportation* connections to other employment areas south of Mainway, to the rest of the Bronte Creek Meadows

Community and adjacent neighborhoods.

8.8.2(5.3.1) OBJECTIVES

a) To accommodate mixed use *development* in a compact built form, where *employment*, institutional and/or healthcare uses are established to support the creation of jobs.

b) To accommodate, subject to meeting criteria, a wide range of small-scale retail and *service commercial* uses at grade, which are intended to serve employees located in the district and surrounding areas.

c) To establish a vibrant *public realm* with places for employees and visitors to gather and enjoy.

8.8.2(5.3.2) POLICIES

a) As part of a tertiary plan, an Urban Design Concept Plan in accordance with the Land Use and Built Form Strategy outlined in Section 8.8.2 (12.1) a) *shall* be completed for the Mainway Institutional District to the satisfaction of the *City* and be reviewed by the City's Urban Design Advisory Panel.

b) The following uses *may* be permitted in the Mainway Institutional District:

(i) *office* uses, including research and development, and information processing uses;

(ii) *public service facilities;*

(iii) *institutional uses;*

(iv) *retirement home;*

(v) private medical clinic*;*

(vi) day care centre;

(vii) *accessory* retail and *service commercial* uses, excluding *automotive commercial uses*;

c) *Accessory* retail and *service commercial* uses *may* only be permitted provided that:

(i) the use is located at grade level; and

(ii) the use is located within a building containing or proposed to contain *employment*, *institutional*, *office* uses or *public services facilities or* residential*.*

d) The *City* will *encourage* a minimum building height of two (2) storeys.

8.8.2(6) WATER, WASTEWATER, TRANSPORTATION AND UTILITIES INFRASTRUCTURE

To support *development* within the Bronte Creek Meadows Community, the comprehensive study of planning, phasing and financing of *infrastructure* in an integrated manner must be prioritized. Planning for *infrastructure* is undertaken by the Region of Halton and various partner agencies and organizations with information provided by the *City*. Collaboration is necessary to ensure that there are services in place to support new population and *employment* uses as growth occurs.

Accommodating growth in this new community will require investment in the *multi-modal* transportation network to ensure that people of all ages and abilities have a variety of travel options. *Transportation facilities* will be planned and designed as a *multi-modal* transportation network to be safe, accessible, and balanced to prioritize *active transportation* and transit. The *multi-modal* network of *complete street*s will be designed based on the safe integration of all *modes* of travel.

8.8.2(6.1) GENERAL OBJECTIVES

a) To collaborate with all partners to ensure that *infrastructure* is planned comprehensively in a manner that effectively uses existing capacity and strategically invests in additional capacity to support the land use vision of this Plan, which calls for growth through *intensification*.

b) To plan for stormwater management in accordance with Section 4.4.2 (2) of this Plan.

8.8.2(6.2) GENERAL POLICIES

a) *Infrastructure shall* be delivered in accordance with Chapter 6 of this Plan.

8.8.2(6.3) WATER AND WASTEWATER INFRASTRUCTURE

a) D*evelopment shall* be connected to municipal *sewage and water services* in accordance with the Region of Halton's Water and Wastewater Master Plan, as amended, the Regional Allocation Program and Regional Development Charges By-law.

b) *Development shall* be limited to the capacity and financial capability of the Region of Halton to deliver municipal *sewage and water services* in accordance with Subsection 8.8.2 (12.4) of this Plan, and to the satisfaction of the *City* and Region of Halton.

c) Prior to submission of a *development* application, an Area Servicing Plan *shall* be approved by the *City* in consultation with Halton Region, in accordance

with a Terms of Reference approved by Halton Region, and in accordance with the policies of 8.8.2 (12.3) a) and b) of this Plan.

d) The *City may* require, as part of a complete development application, the submission of a Functional Servicing Report that implements an approved Area Servicing Plan.

e) The *City* will coordinate the timing of its *infrastructure* projects, including *streetscape* improvements and future road projects, with upgrades to municipal sewage and water networks in collaboration with the Region of Halton to minimize the impacts of construction on the residents and businesses.

f) The co-location of linear *infrastructure* is *encouraged*, where appropriate.

8.8.2(6.4) STORMWATER MANAGEMENT

a) In conformity with Part II Section 2.11 of the 1997 COB OP, the *City shall* require the approval of a stormwater management plan prior to the approval of any *development application*. The location of the stormwater management facilities, including green infrastructure and low impact development measures, *shall* be designed and located in accordance with the recommendations of a completed Sub-watershed Study or Master Environmental Servicing Plan.

b) *Development shall* comply with applicable recommendations, standards or targets within a Sub-watershed plan or equivalent and water budgets.

c) *Development shall* include an integrated treatment approach to minimize stormwater flows and simulate, to the greatest degree possible, natural hydrology through lot level controls, low impact development and other conveyance techniques.

d) Planning, design and construction practices *shall* minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces.

e) All proposals for *development shall* provide for a *Low Impact Development* (LID) approach to stormwater management that *may* include techniques such as rainwater harvesting, bio-retention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

f) The design and implementation of stormwater management plans *shall* incorporate requirements and guidance from the City of Burlington

Stormwater Management Design Guidelines, 2020, provincial guidance documents, and industry standards and best practices.

g) Stormwater management facilities and *Low Impact Development* (LID) techniques *shall* only be permitted in the Natural Heritage System if demonstrated that there will be no negative impacts on natural features and areas, or their ecological functions as demonstrated through a Master Environmental Servicing Plan, Environmental Impact Assessment or equivalent study accepted by the City. Stormwater management facilities and associated infrastructure are not permitted in key features or required buffers of the Natural Heritage System unless deemed *essential*. Stormwater ponds are not supported within the Natural Heritage System.

h) Any proposed realignment of *watercourses shall* be assessed through the completion of a Sub-watershed Study or Master Environmental Servicing Plan, or equivalent study. The *City encourages* that *watercourses* be kept in their natural state and restored wherever possible. Proposals for the relocation or reconstruction of existing *watercourses may* be considered where it is determined, through appropriate study, that the *ecological function* of the feature(s) is maintained and, where possible, enhanced.

i) *Development* within Bronte Creek Meadows Community *shall* be in accordance with the findings, recommendations, and designs contained within a Sub-watershed Study or Master Environmental Servicing Plan for the Bronte Creek Meadows Community that is accepted by the City, and Conservation Halton in consultation with any other appropriate Public Agency. The Sub-watershed Study or Master Environmental Servicing Plan will address the *hydrologic* requirements detailed in Section 145 (9) of the Regional Official Plan and a Terms of Reference agreed to by the *City*.

8.8.2(6.4.1) PHASING OF DEVELOPMENT

a) Interim stormwater management facilities *may* be permitted in accordance with a proposed phasing plan or tertiary planning process. Interim facilities *shall* be planned and designed to align with the overall servicing approach defined in a Sub-watershed Study or Master Environmental Servicing Plan accepted by the *City*, in consultation with the appropriate *public authority*.

b) Planning for interim stormwater management facilities is *encouraged* to consider future use of lands once those facilities are no longer required.

8.8.2(6.4.2) NATURAL HAZARDS

a) Planning for natural hazards *shall* be in accordance with provincial policies and Section 4.4.2 (2) of this Plan.

b) *Development* and site alteration within or adjacent to *hazardous lands shall* implement the findings of the approved technical studies.

8.8.2(6.5) UTILITIES

a) *Utilities* infrastructure *shall* be implemented in accordance with the objectives and policies of Section 6.3 of this Plan.

b) Existing and proposed overhead *utilities should* be buried, where feasible, within the Bronte Creek Meadows Community and, where feasible, the integration, combining and grouping of *utilities* is *encouraged* at the time of *development* at the cost of the proponent.

c) Underground *utilities should* be consolidated and located in a manner that ensures the provision of adequate space and conditions above grade and below ground to support a mature street tree canopy. The minimum volume of soil required per tree *should* be in accordance with *City* guidelines and standards.

d) The design of public and private *utilities* within Bronte Creek Meadows *shall* be required early in the *development* approval process and the installation *shall* be done on an integrated basis to utilize joint trenches and concurrent installation.

e) For *development* within close proximity to *utility* corridors or facilities within the Bronte Creek Meadows Community, consultation with *utility* providers is *encouraged* prior to the submission of a *development application*.

f) Setbacks for buildings and excavations in proximity to *utility* corridors or facilities within Bronte Creek Meadows Community *shall* be specified by the *City* based on consultation with the appropriate *utility* provider.

g) In the Bronte Creek Meadows Community, other uses that *may* be permitted within *utility* corridors include, but *shall* not be limited to, *non-intensive recreation uses*, *active transportation* facilities, playing fields, *community gardens*, and private services and *utilities*. These uses *may* be permitted on lands zoned for transportation, *utility* or communication purposes in consultation with the affected transportation, *utility* or communications provider, where such uses are *compatible* with the primary *utility* function of these lands and are *compatible* with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands. Technical

approvals *shall* be obtained from the *utility* corridor owner and agreements *may* be required to permit accessory uses.

8.8.2(6.6) MULTI-MODAL TRANSPORTATION NETWORK

a) Street design *shall* comply with Table 1: Classification of Transportation Facilities and Table 2: Public Right-of-way Widths, of this Plan. For Regional roads, the rights-of-way identified in the Region's most up to date Transportation Master Plan *shall* be protected.

b) The location of streets and trail connections are conceptual and *shall* generally be provided, as conceptually identified on Schedule S: Bronte Creek Meadows Community, of this Plan.

c) A detailed, intersection and segment level Transportation and Mobility Impact Study *shall* be carried out by the developer through a *development application* with a terms of reference approved by the *City* and Region, as appropriate. The study *shall* be completed to the satisfaction of the *City* and Region, as appropriate, and *shall*:

   (i) evaluate the performance of all modes of transportation within the local and regional street network utilizing a balanced methodology, and to identify necessary *infrastructure* enhancements and access improvements in accordance with a Terms of Reference approved by the *City* and Region and in accordance with the most up to date *City* and/or Regional Plans, Guidelines and Bylaws;

   (ii) identify additional streets, *active transportation* connections and trails to create a fine-grain transportation network balanced with considerations for Regional requirements; and,

   (iii) Establish the classification, final alignment, design and operational components of any new *complete street* to optimize user experience for all modes of transportation in accordance with the design parameters of Table 1: Classification of Transportation Facilities, of this Plan, and *complete street* design guidelines to be developed by the *City* in accordance with Burlington's Integrated Mobility Plan.

d) Where a Transportation and Mobility Impact Study identified in Section 8.8.2 (6.6) c) determines that auto capacity is not available, *development shall* not be permitted until improvements to address the identified constraints have been implemented to the satisfaction of the *City* and Region including alternative *modes* of travel, *Transit Priority Measures (TPM), Transportation Demand Management (TDM)* measures and other approaches outlined in the Burlington Integrated Mobility Plan and the Region's most up to date Transportation Master Plan.

e) A hierarchy of new public streets *shall* be implemented in accordance with a completed Transportation and Mobility Impact Study, supported by a plan of classifications and conceptual street right-of-way designs as required in the Land Use and Built Form Strategy, and establish right of way widths and designs that are aligned with the function of each street, to the satisfaction of the *City*.

f) New public local streets, not identified on Schedule S: Bronte Creek Meadows Community, of this Plan, *shall* have a minimum right of way width of 18 metres.

g) The public street rights-of-ways as shown on Schedule S: Bronte Creek Meadows Community, of this Plan, and in Table 2: Public Right-of-Way Widths, of this Plan, *shall* be protected and secured through the processing of a *development application*. Further, for Regional roads, the rights-of-way identified in the Region's most up to date Transportation Master Plan *shall* be protected.

h) Minor modifications to the classification, location, and alignment of proposed streets shown on Schedule S: Bronte Creek Meadows Community, of this Plan, *may* be permitted without amendment to this Plan provided that such modifications continue to meet the objective of delivering *active transportation* connections and City design standards are approved by the *City* and Halton Region in accordance with their applicable guidelines.

i) *Development shall* be located on public streets or roads, unless it can be demonstrated by the proponent to the satisfaction of the *City* that a private street or road is equally desirable from the standpoints of functionality, community safety, accessibility, efficiency, servicing and infrastructure, neighborhood connectivity, facilitating ease of land assembly for future *development*, and minimizing financial impacts to the *City*.

   Where a private street is permitted, the *City* may require the provision of public-access easements registered on the private street in favour of the *City* in order to ensure that private streets contribute to the creation of a highly connected, walkable, and accessible community.

j) In accordance with long-term Official Plan direction as shown on Schedule O-1 and established in Table 2, of this Plan, a crossing over Sheldon Creek to facilitate the extension of Corporate Drive to Burloak Drive as shown on Schedule S *shall* be required to be planned and secured to the satisfaction of the *City* prior to approval of *development* occurring within the Burloak Commons District as shown on Schedule S of this Plan, with the exception of *development* for the purposes of stormwater management. The facilitation of the crossing may include the execution of an agreement and/or posting of

securities, construction timing considerations, and financial obligations, all to the satisfaction of the Director of Community Planning.

k) New streets to support *development shall* consist of short blocks and frequent crossings that will improve *active transportation* and vehicular connections.

l) Midblock connections including *active transportation* connections *should* be incorporated to support site permeability and enhance pedestrian access.

m) Major Arterial roadways, including Burloak Drive and Upper Middle Road, shall be designed to accommodate *active transportation* for pedestrians and cyclists in accordance with the Region's most up to date plans, including the most up to date Master Plan, and consider tree planting and landscaping initiatives to improve air quality and reduce visual impact to adjacent land uses. Landscaped boulevards considered on Burloak Drive and Upper Middle Road will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended.

n) Streets *shall* be designed to include *multi-modal transportation facilities*, *transit priority measures* and *transportation amenities*, to the satisfaction of the *City*.

o) The *City* or Region *may* require the provision of 0.3m reserve blocks to prevent driveway access to arterial roads or active main streets where driveway access to another street is available.

p) Notwithstanding policy 8.8.2(6.6)(f) of this Plan, where a local street is adjacent to and runs parallel with a utility corridor, and is deemed by the *City* not to require sidewalks on both sides of the street, the local street *shall* have a minimum right-of-way width of 16 metres.

8.8.2(6.7) BRONTE CREEK MEADOWS LONG-TERM FREQUENT TRANSIT CORRIDORS

a) The *City shall* implement transit corridors in accordance with Schedule S-1 of this Plan as part of the broader Frequent Transit Corridor network of the *City* as shown in Schedule B-2 of this Plan.

b) The *City shall* incorporate Schedule S-1 through updates to Schedule B-1: Growth Framework, of this Plan, through a future process.

c) In addition to the frequent transit corridors as shown on Schedule S-1, the *City shall* consider and protect for *frequent transit corridors* or *transit supportive* corridors without an amendment to this Plan, as required, as the Bronte Creek Meadows Community develops over time to inform transit planning and business plans.

d) The *City shall* plan for and implement additional transit routes and increased frequency to support population and employment growth in Bronte Creek Meadows and to enhance connections to the Appleby GO Station and other areas of the City.

8.8.2(6.8) LANEWAYS

a) Laneways *may* be considered to provide a pedestrian and mid-block connection to the interior of *development,* as well as access to the required deliveries, pick-up/drop-off areas, services and *utilities* for the building.

b) Laneways *should* be located in the middle or rear of *development* with access points providing adequate distance between intersections and planned driveways in accordance with a Transportation and Mobility Impact Study.

c) Notwithstanding policy 8.8.2(6.6)(f) of this Plan, where a laneway is proposed to be dedicated to the *City* as a public right-of-way, the laneway right-of-way width *shall* have a minimum width of 9 metres and *should* meet the design requirements of the *City*, including:

(i) that the laneway be designed to accommodate emergency vehicles, winter maintenance vehicles, and waste collection vehicles; and

(ii) the provision of adequate space for snow storage.

8.8.2(7) NATURAL HERITAGE SYSTEM

8.8.2(7.1) OBJECTIVES

a) To maintain, restore and enhance the long-term ecological integrity and biodiversity of the Natural Heritage System and its *ecological* and *hydrologic functions*.

b) To protect or enhance *Key Natural Features* of the Natural Heritage System and demonstrate that there will be no *negative impacts* on the natural features and areas or their *ecological functions* as a result of *development*.

c) To support the establishment of a continuous natural open space system that maintains visual separation between communities and provide interconnected corridors between *Key Natural Features* and their *ecological functions*, where appropriate.

d) To apply a systems-based approach to the implementation of the Natural Heritage System in accordance with Section 118 (2) of the Halton Region Official Plan.

8.8.2(7.2) POLICIES

a) The Natural Heritage System is to be integrated into the Bronte Creek Meadows Community to preserve and enhance biological diversity and *ecological functions*. Within the Bronte Creek Meadows Community, the Natural Heritage System is depicted on Schedule S: Bronte Creek Meadows Community, of this Plan.

b) Preliminary refinements to the Natural Heritage System have been incorporated into this Plan utilizing mapping from the Development Limits Report. Further refinements to the Natural Heritage System including additions, deletions, boundary adjustments and the identification of *linkages*, *enhancement* areas, and/or *buffers may* occur without amendment to this Official Plan where they are supported by either a Sub-watershed Study, Master Environmental Servicing Plan, Environmental Impact Assessment or equivalent study and approved by the *City*, in consultation with any appropriate *public authority*, including the Conservation Authority where it relates to regulated areas.

c) The Natural Heritage System *shall* be defined in accordance with Section 115 of the Regional Official Plan. The implementation of the Natural Heritage System policies is supported by the 2009 *Phase 3 – Sustainable Halton Report 3.02 – Natural Heritage System Definition & Implementation*.

d) Permitted uses within the Natural Heritage System *shall* be in accordance with Section 117.1 of the Halton Region Official Plan.

e) Where appropriate, the design of the Bronte Creek Meadows Community is *encouraged* to enhance the function of the Natural Heritage System by locating parks and open space adjacent or in proximity to components of the Natural Heritage System. These areas *should* be designed and managed to enhance natural features considering their *ecological* and *hydrologic functions*.

f) An Environmental Monitoring Plan, based on the findings of the Sub-watershed Study, Master Environmental Servicing Plan, or Environmental Impact Assessment/Environmental Implementation Report *may* be required as a condition of draft plan of subdivision approval, to the satisfaction of the *City*, in consultation with Conservation Halton.

8.8.2(7.3) LINKAGES

a) *Linkages* connect Key Features of the Natural Heritage System, allowing plants and animals to move and support their *ecological functions*. These areas are vital for the long-term *sustainability* of the system and are

recognized as components of the Natural Heritage System per Regional Official Plan Section 115.3 (3).

b) *Linkage* areas requiring additional study are depicted on Schedule S: Bronte Creek Meadows Community, of this Plan. Further assessment of these areas is required as part of a complete Sub-watershed Study, to the satisfaction of the *City*.

8.8.2(7.4) BUFFERS

a) The Natural Heritage System as shown on Schedule S: Bronte Creek Meadows Community, of this Plan, includes *buffers* that form an important component to the overall Natural Heritage System and are required to protect *Key Natural Features* and *ecological functions* by mitigating the impacts of proposed *development*. The application of *buffers shall* be further assessed through the Sub-watershed Study, Master Environmental Servicing Plan, Environmental Impact Assessment or equivalent study.

b) Final *buffer* widths will be determined through an Environmental Impact Assessment or equivalent study, provided that these studies are accepted by the *City*, in consultation with any other appropriate *public authority*.

c) Final *buffers* widths and composition *shall* demonstrate:

(i) Consideration of adjacent land uses, Conservation Halton regulated areas and sensitivity and significance of the *Key Natural Features*, *watercourses*, and their *ecological functions*. Consideration *shall* also be given to additional mitigation opportunities such as fencing and naturalization with native, self-sustaining vegetation;

(ii) In conjunction with other potential mitigative measures, avoidance of *negative impacts* on *Key Natural Features* of the Natural Heritage System and their *ecological functions*; and

(iii) Conformity with the relevant goals, objectives and policies of the Natural Heritage System in Section 8.8.2 of this Plan (Bronte Creek Meadows Community), the Halton Region Official Plan and relevant Provincial legislation, regulations, and policies to the satisfaction of the *City*, in consultation with any other appropriate *public authority* including the Conservation Authority where it relates to regulated areas.

8.8.2(7.5) ENHANCEMENT AREA

a) *Enhancement* areas are ecologically supporting areas adjacent to *Key Natural Features* and/or measures that increase the ecological resilience and

function of individual *Key Natural Features* or groups of *Key Natural Features*.

b) *Enhancement* areas requiring additional study are depicted on Schedule S: Bronte Creek Meadows Community, of this Plan. Further assessment of these areas is required as part of a complete Sub-watershed Study approved by the *City*. This study *should* describe how the proposed *enhancement* areas will address ecological resilience of *Key Natural Features* and how the connectivity of these features are being maximized.

c) Final designs and monitoring requirements for *enhancement* areas *shall* be explored through an Environmental Impact Assessment and/or Environmental Implementor Report, or equivalent study accepted by the *City* in consultation with any other appropriate *public authority*.

8.8.2(7.6) TRAIL SYSTEM

a) Trails within or adjacent to the Natural Heritage System will be *encouraged* in accordance with Section 118 (6) of the ROP. Trails *should* be planned to avoid *Key Natural Features* unless supported by an Environmental Impact Assessment accepted by the *City*.

b) Proposed Trail connections *shall* be provided generally in accordance with Schedule S: Bronte Creek Meadows Community, of this Plan, as refined through a Sub-watershed study or equivalent which is approved by the *City* in consultation with partner *public authorities*.

c) Proposed trails, conceptually shown on Schedule S: Bronte Creek Meadows Community, of this Plan, *shall* be planned to facilitate direct connections within and outside of the Bronte Creek Meadows Community and provide recreational opportunities in accordance Section 6.2.4 and Schedule Q: Trails Strategy, of this Plan.

8.8.2(8) URBAN DESIGN AND BUILT FORM

a) Development *shall* promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas and the Bronte Creek Provincial Park.

b) *Development shall* address considerations such as, but not limited to, the following:

(i) ensure site and building design are *compatible* with the surrounding area and considering how it contributes to maintaining and enhancing the *physical character* of the surrounding area;

(ii) provide appropriate built form transition in scale between buildings, the *public realm,* abutting *development* and adjacent land uses through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

(iii) provide appropriate screening, landscape buffering and other design measures to minimize any identified impacts;

(iv) provide pedestrian comfort and *human scale* at the street level reflecting the established and planned *streetscape* to frame the *public realm*, through a variety of design methods including the use of a podium in *mid-rise* and *tall buildings*;

(v) provide safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;

(vi) provide façade articulation that achieves a *scale* of *development* that is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;

(vii) design and orient *development* in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the *public realm* and pedestrian environment and provide definition at these locations;

(viii) implement measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the *streetscape*, neighbouring properties, parks and open spaces and natural areas;

(ix) take into account the visual effect of varying topography and existing and proposed vegetation;

(x) promote pedestrian scale, public safety and the perception of safety and access for all users;

(xi) implement design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;

(xii) consider the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of *Universal Design*;

(xiii) consider and respond to *cultural heritage* an *archaeology resources* and natural features;

(xiv) create, maintain and enhance public views and vistas of significant natural and built features;

(xv) locate buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

(xvi) position the massing of new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a *pedestrian-scale* environment;

(xvii) locate building *primary public entrances* for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

(xviii) include direct pedestrian access, including barrier free access from grade level, to the *primary public entrances* located on the building façade;

(xix) screen or integrate roof top mechanical equipment within the overall composition of the building;

(xx) create an attractive and connected interface between the private and the *public realms*;

(xxi) create a continuous *streetscape* with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and

(xxii) provide appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

c) *Development should* locate and organize parking, access and service areas to minimize their impact on surrounding properties and the *public realm*. The design of vehicle parking, access and service areas *shall* address considerations such as, but not limited to, the following:

(i) Locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;

(ii) Integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

(iii) Limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact to

pedestrian travel along sidewalks or cyclists' travel along bikeways and along streets with active uses as directed by the Land Use and Built Form Strategy;

(iv) screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

(v) locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

(vi) incorporating landscaped islands and pedestrian walkways; and

(vii) incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the *development*.

8.8.2(8.1) PUBLIC REALM

a) The design of the *public realm* and the private realm *should* be coordinated to provide attractive *streetscapes* throughout the Bronte Creek Meadows Community.

b) *Streetscape* improvements will be scheduled and phased appropriately with road and *infrastructure* projects, as well as timing of *development,* in accordance with Section 8.8.2 (6) of this Plan. Proponents of *development shall* collaborate with the *City* to align *development* with road and *infrastructure* projects, where it is deemed appropriate by the *City*.

c) Any new public streets developed in accordance with Section 8.8.2 (6.6) of this Plan *should* include appropriate linkages to new and existing parks. Where feasible and appropriate, elements which enhance the functionality of park linkages *should* be incorporated into the design of new streets (e.g., additional seating, provision of shade, street trees and accessibility requirements).

d) *Development* proponents *shall* demonstrate that the proposal will not compromise the ability of *development* on adjacent property(ies) to meet the objectives and policies of this Plan and will be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist as determined by the *City*.

e) The *City may* take public-access easements on private property for the purpose of improving neighbourhood connectivity and *multi-modal* mobility, and supporting and promoting active transportation on a neighbourhood

scale by securing transportation connections across multiple private developments as the lands within the Bronte Creek Meadows Community transition through phased *development* over the planning horizon of this Plan and beyond.

8.8.2(9) PUBLIC SERVICE FACILITIES AND INSTITUTIONAL USES

a) *Public service facilities* and *institutional uses shall* be permitted in all Districts with the exception of lands within the Natural Heritage System and natural hazards.

b) *Public service facilities and institutional uses* are *encouraged* to co-locate with other uses within a single building, site, mixed-use *development* or community hub and is located adjacent to public parks or *public realm*.

c) *Public service facilities shall* be planned for and designed to meet the needs of the *City* and other public service providers in accordance with their respective master planning work to support long-term growth.

d) The prioritization of investment in *public service facilities* will be considered in accordance with Section 6.1.2 of this Plan.

e) *Public service facilities* are *encouraged* to be located within close proximity to public transit networks and *active transportation* connections.

f) All *public service facilities shall* be designed with flexibility and adaptability to accommodate shifts in demographics, community needs and function over the long term.

g) The delivery of *public service facilities* and *institutional uses* through public/private partnerships *shall* be *encouraged* to support the *complete community* objectives of this Plan.

h) All *City public service facilities shall* be designed in a multi-purpose function to accommodate a variety of community uses and a range of different users.

i) Preliminary assessment has identified the need for a large, central public park informed by the service level target for Designated Greenfields areas in the *City's* Park Provisioning Master Plan. Preliminary assessment has also identified indoor recreation needs which will be confirmed by the *City* through a community needs study and implemented through required Tertiary Planning and *development application* phases. Community amenities to be included at a minimum include the following:

- One full size double gym;
- Two multipurpose community rooms;
- Public Washrooms accessible to park users; and,

- A Park Maintenance Facility.

The *City shall* undertake a further community needs study to confirm the anticipated needs of the Bronte Creek Meadows Community and deficits in surrounding neighbourhoods. The city-led assessment *shall* be informed by inputs provided by the proponent, and based on the Parks Provisioning Master Plan, the Live and Play Plan, Park Dedication Bylaws, Fire Master Plan as well as any health, education, recreation, sociocultural activities, safety and security and Affordable Housing needs required to support the community.

8.8.2(10) PARKS AND OPEN SPACE

a) The planning, design and *development* of parks *shall* be guided by the policies of this Section, the Parks Provisioning Master Plan, the Park Dedication Bylaws in effect and all applicable policies of Chapter 3, Subsection 3.3, Parks, Recreation and Open Space, and Chapter 7, Design Excellence of this Plan.

b) The location, size and function of new parks in the Bronte Creek Meadows Community *shall* be established through a Tertiary Plan as set out in Section 8.1.2 (12.3) of this Plan and in accordance with other *City* plans.

c) New parks within the Bronte Creek Meadows Community *shall* be provided as part of the future *development* of a property, with preference given for the conveyance of such lands versus cash-in-lieu of land by the *City* through the *development* process.

d) When considering proposals for parkland dedication as part of a *development application*, preference will be given for the conveyance of lands which meet the applicable parkland dedication criteria in Appendix B of the Parks Provisioning Master Plan and the provisions of the *City's* Park Dedication Bylaws versus cash-in-lieu of land.

8.8.2(11) HOUSING

a) All forms of *affordable* and *assisted housing* to support all income levels, including subsidized non-market housing units, are *encouraged* for integration within neighbourhoods.

b) The Zoning By-law *shall* set out that, notwithstanding any other requirements, *affordable housing* and *assisted housing*, *may* be permitted as single use *developments* and are *encouraged* to be combined with *developments* that also provide *market housing*.

c) The *City* will collaborate with *development* proponents, the Region and non-profit housing providers to locate opportunities for subsidized non-*market housing* units, including purpose-built rental within the Bronte Creek Meadows Community.

d) To achieve a mix of unit types and to support the creation of a range of household types, *development shall achieve* the following proportion of total number of units as three (3) bedroom or larger units in each of the following Districts:

(i) minimum 50% in the Meadows Neighbourhood District; and,

(ii) minimum 20% in the Burloak Commons District.

e) The *City shall* require the submission of a *housing impact statement* where a *development* proposal includes more than one hundred (100) *dwelling units,* in accordance with subsection 3.1.1(2) h) of this Plan or a Planning Justification Report in accordance with Section 8.8.2 (12.3) of this Plan. The *housing impact statement shall* also identify how the proposal contributes to achieving the *City*'s Council approved housing targets. The submission of a Planning Justification Report *may* be required in accordance with Section 8.8.2 (12.3) for purpose built rental, *affordable* and *assisted housing development* instead of a *housing impact statement*.

8.8.2(12) IMPLEMENTATION

a) *Development applications* that propose reductions to the overall expectations for the number of residents, units or employees in accordance with 8.8.2 (3) b) and c), *may* only be permitted where it can be demonstrated that:

(i) the reduction in overall expectation is minor;

(ii) the reduction continues to deliver requirements identified through study, tertiary plan or other requirements; and,

(iii) the reduction continues to achieve of the vision, objectives and policies of the District.

8.8.2(12.1) LAND USE AND BUILT FORM STRATEGY

a) In advance or as part of required Tertiary Planning, a Land Use and Built Form Strategy *shall* be prepared for the entirety of the Bronte Creek Meadows Community in conformity with the objectives and policies of this Plan. The strategy *shall* be completed to the satisfaction of the *City* and *shall*:

(i) Include a site analysis and establish goals and principles;

(ii) Explore form, massing and character on the site;

(iii) Provide guidance on the appropriate distribution of land uses and built form throughout the Bronte Creek Meadows Community and each District, to be implemented through the Zoning By-law and the approval of plans of subdivision;

(iv) Provide urban design guidance for the Bronte Creek Meadows Community as a whole and its component parts, to be implemented at a district level through tertiary planning, and to be implemented at a site-specific level through the review of development applications;

(v) Identify a system of nodes, including size and community function, and corridors to support vibrant pedestrian-focused streets, achieve *complete community* objectives and contribute to providing for the daily needs of residents within walking distance. The strategy will, among other things, assess the multi-modal transportation network to:

a. establish the locations for mixed uses and identify frontages where continuous active uses at grade are appropriate and required. Active uses include retail, *service commercial*, *office*, *primary public entrance*, hotel; *entertainment* uses; *public service facilities* including parks, *institutional uses*, day care centres and a limited amount of communal amenities in association with another permitted use; and,

b. identify locations and frontages where an enhanced *public realm* will be required.

(vi) Provide urban design guidance for nodes, corridors and other parts of the community, to be implemented in greater detail through Tertiary Planning;

(vii) Identify appropriate locations for *low-rise*, *mid-rise* and *tall building* development within the Bronte Creek Meadows Community in conformity with the objectives and policies of each district and based on a comprehensive assessment of the community as a whole,

(viii) Establish appropriate built form transitions from *tall building* and *mid-rise building development*, to the Natural Heritage System, parks, existing and planned low-rise neighbourhoods and Bronte Creek Provincial Park; and,

(ix) Define the relationship between each district to existing and planned context, as well as to Bronte Creek Provincial Park, the Natural

Heritage System and surrounding neighborhoods outside Bronte Creek Meadows Community.

(x) Provide a network of new s *public service facilities*, *public realm* and parks that will serve new residents and employees, as well as surrounding neighbourhoods to be connected and planned adjacent to each other, where possible, to create synergies of uses to serve the public, enhance accessibility and create vibrancy; and,

(xi) Identify a network of streets in accordance with a hierarchy of street types informed by a required Transportation and Mobility Impact Study to ensure the development of fine-grained and highly connected mobility network;

(xii) Develop a plan of street classifications including complete street right-of-way designs;

(xiii) Establish an enhanced *public realm* and built form approach to apply to the entrances to the Bronte Creek Meadows Community;

(xiv) Establish public art and placemaking strategies that enhance community identity, including lighting and safety that enhance public spaces;

(xv) Develop a sustainable design and environmental considerations approach, including integration with the natural environment;

(xvi) Demonstrate consideration of Council approved urban design guidelines;

(xvii) Include a master urban design plan to:

a. demonstrate buildings in their basic forms;

b. further define the *public realm* with streets, sidewalks, trails and other pedestrian connections;

c. support a *multi-modal* transportation system;

d. include the Natural Heritage System with enhancement areas; and,

e. Include phasing considerations.

(xviii) Other urban design and built form considerations, as required.

b) The preparation of the Land Use and Built Form Strategy as outlined in Section 8.8.2 (12.1) a), *shall* include consultation with the City's Urban Design Advisory Panel to provide input on the arrangement and distribution of land

uses and built form strategy across the entirety of the Bronte Creek Meadows Community.

c) Where the Land Use and Built Form Strategy has recommended the provision of entrance features, these features *shall* be located on dedicated blocks of land, not within daylight triangles, and *shall* be dedicated gratuitously to the *City* through approval of applications for plan of subdivision or consent.

8.8.2(12.2) TERTIARY PLAN

A Tertiary Plan is a non-statutory document considered by Council in advance of or at the time of a *development application*. Each Tertiary Plan for each District will establish how *development* will further articulate and demonstrate to the satisfaction of the *City* the achievement of the objectives and policies, guidelines, and any other direction required in order to support *development* and growth at a level of detail that *may* not be appropriate at the policy level.

8.8.2(12.2.1) POLICIES

a) A Tertiary Plan *shall* be required for each District identified in Schedule S: Bronte Creek Meadows Community, of this Plan prior to *development* occurring.

b) A Tertiary Plan further articulates the policies of this Plan and *shall* provide a framework for the completion of key studies or technical work, and the distribution of *development* in accordance with the land use policies of the District, among other things. A Tertiary Plan *shall* provide design direction on streets and blocks, and *shall* ensure the delivery of parks and open space, *public realm* and *streetscapes*, parking, site access and pedestrian connections, and *public service facilities*.

c) A Tertiary Plan *shall* be informed by the policies of 8.8.2 Bronte Creek Meadows Community and by the objectives and policies of each District of this Plan.

d) A Tertiary Plan and any associated cost-sharing agreement(s), if required, *shall* be prepared by the landowner(s), in consultation with applicable agencies, to the satisfaction of the *City* and Region as applicable prior to the approval of any *development application* to ensure that the costs associated with the provision of parkland, parking, *infrastructure* and servicing are distributed in an equitable and fair manner among the landowner(s).

e) A Tertiary Plan *shall* be included as a non-statutory appendix to this Plan and *shall* be approved by staff and subsequently considered by Council, prior to or at the same time of Council approval of a *development application*.

f) A Tertiary Plan will be scoped in proportion to the context, complexity and scale of the district being considered. A Tertiary Plan and accompanying documents *shall* be prepared to the satisfaction of the *City* and in accordance with an approved terms of reference which *may* require, among other things:

(i) District identity and character in accordance with the vision, objectives and policies of each district;

(ii) Required Studies, technical work or implementation of findings of any such work required to support the development of the District;

(iii) Cultural heritage and archaeological considerations;

(iv) The protection of the Natural Heritage System;

(v) Transportation, *active transportation*, including pedestrian, cycling and transit stops and trail connections along with an assessment of the function, ownership, cross-section, alignment, design of transportation connections, and all forms of intersection control including the consideration of roundabouts within each District and the surrounding neighbourhoods;

(vi) The size, location and configuration of new *transit priority measures*, *transportation facilities*, and *transportation amenit*ies along streets;

(vii) Proposed layout of streets, lanes and development blocks;

(viii) Plan of road classifications and conceptual street right-of-way cross-section for all road types in accordance with the Land Use and Built Form Strategy;

(ix) High-level strategy for the provision of water and wastewater *infrastructure* servicing in accordance with the policies of this Plan, including the confirmation that the existing *sewage and water services* can accommodate the proposed *development*;

(x) High-level strategy for the provision and location of stormwater management facilities and/or *green infrastructure* in accordance with the policies of this Plan;

(xi) An assessment of the need for, and recommended location of pedestrian connections;

(xii) The location of new required parks and open spaces within the District including the size, location and configuration of parks in order to ensure the proper siting of parks and the effective coordination of land dedication to support park space functionality, design and development;

(xiii) The location and size of Privately-Owned Publicly Accessible Spaces (POPs), and their relationship to the *public realm*;

(xiv) New *public service facilities* and *institutional uses,* along with an assessment of function, configuration and ownership in accordance with the policies of this Plan;

(xv) The location and configuration of retail and *service commercial* floor area;

(xvi) The provision of *additional needs housing*, *assisted housing* and *affordable housing* in accordance with Section 3.1 of this Plan;

(xvii) The relationship to abutting districts, Bronte Creek Provincial Park and surrounding neighborhoods outside the Bronte Creek Meadows Community boundaries;

(xviii) Demonstration of land use *compatibility,* including any mitigation requirements, to the satisfaction of the *City*;

(xix) Demonstration of consistency with the overall Land Use and Built Form Strategy for Bronte Creek Meadows Community in accordance with Section 8.8.2 (12.1) a) of this Plan;

(xx) Demonstration of *sustainability* best practices, including consideration of the Council-approved Sustainable Building and Development Guidelines;

(xxi) Other specific urban design issues that will be addressed in implementing plan(s) of subdivision, zoning standards and site plan approval based on Council-approved Guidelines;

(xxii) Provision and location of flood hazard mitigation in accordance with the policies of this Plan

(xxiii) Stormwater management *infrastructure* to mitigate for *flood hazards* including spill flood hazards;

(xxiv) On-site stormwater management *infrastructure* to mitigate for *flood hazards* and spills;

(xxv) Phasing of *development* including all relevant information required to evaluate the phasing plan; and,

(xxvi) Implement the findings of the Community Needs Study as per 8.2.2 (9) i) including conveyance of land and/or entering into agreements with the *City* or other parties.

g) The following *may* be required and prepared for all properties within the Tertiary Plan area prior to the approval of a *development application*, to the

satisfaction of the *City* and Region, as appropriate, and subject to the most up to date *City* and Region policies and guidelines:

(i) Transportation and Mobility Impact Study (TMIS) and/or equivalent and/or studies/assessments as directed by the *City*;

(ii) Parking Study;

(iii) Functional Servicing Report;

(iv) Stormwater Management Plan;

(v) Environmental Impact Assessment and/or Environmental Implementation Report;

(vi) Urban Design Concept Plan;

(vii) Cost Sharing Analysis;

(viii) Market Impact Study;

(ix) Shadow Study;

(x) Development Phasing Plan;

(xi) Cultural Heritage Impact Assessment;

(xii) Natural Hazard Technical Study; and

(xiii) Other supporting information and material that *may* be requested during the pre-consultation process and any other supporting information or material that the *City* requires to undertake a comprehensive review of the proposal.

8.8.2(12.3) COMPLETE APPLICATION REQUIREMENTS

a) Prior to submission of an application for Plan of Subdivision:

(i) A Sub-watershed Study for the overall Bronte Creek Meadows lands *shall* be approved by the *City* and endorsed by Conservation Halton where it relates to natural hazards and regulated features/areas*;*

(ii) A Master Environmental Servicing Plan for the Bronte Creek Meadows lands *shall* be approved by the *City* in consultation with Halton Region and Conservation Halton;

(iii) A Land Use and Built Form Strategy for the overall Bronte Creek Meadows lands in accordance with 8.8.2 (12.1) a) *shall* be approved by the *City*; and,

(iv) An Area Servicing Plan *shall* be approved by the *City* in consultation with Halton Region, in accordance with terms of reference approved by Halton Region.

b) Notwithstanding 8.8.2 (12.3) a), the *City may* accept an application for Plan of Subdivision for a portion of the lands prior to approval of the listed studies, provided that:

(i) The listed studies have been completed by the *development proponent,* and the *City* in consultation with Conservation Halton, Halton Region, and partner agencies generally supports the conclusions and directions of the studies for the portions of the lands in question;

(ii) The *City*, in consultation with Conservation Halton, Halton Region, and partner agencies, is satisfied that the submission and review of a *development application* is appropriate and that the proposed *development* is consistent with the studies reviewed to date; and,

(iii) The *development applications* include supporting information and materials to demonstrate the provision of any needed interim solutions to address the matters for which long-term solutions will be confirmed through the listed studies, to the satisfaction of the *City*.

c) For an application for Plan of Subdivision, and/or an application for Zoning By-law Amendment that facilitates a Plan of Subdivision, within the Bronte Creek Meadows Community, the *City* will require the provision of additional supporting information or material required to allow full consideration of the application to the satisfaction of the *City*.

(i) In addition to policy 12.1.2 (1.2) of this Plan, the scope of the information or material required for each application *shall* include the following:

a. Draft Plan of Subdivision;

b. Draft Zoning By-law Amendment;

c. Planning Justification Report that includes:

1. Response to comments received from the public at or following a Pre-Application Community Meeting;

2. Demonstration of how the proposed development implements the anticipated needs of the Bronte Creek Meadows Community and deficits in surrounding neighbourhoods in accordance with Section 8.8.2 (9) i) of this Plan;

d. Community Infrastructure Strategy;

e. Tertiary Plan completed in accordance with section 8.8.2 (12.2) of this Plan;

f. Urban Design Brief that:

1. demonstrates how the subject applications implement the Land Use and Built Form Strategy for the overall Bronte Creek Meadows Community and the applicable District level Urban Design Concept Plans that have been approved by the City;

2. has been developed in consultation with the City's Urban Advisory Design Panel and demonstrates how the comments of the Panel have been addressed;

3. Includes analysis of shadow impacts of the proposed development and demonstrates how the proposed draft plan and zoning regulations avoid and minimize shadow impacts;

4. *may* be scoped to avoid duplication of urban design analysis provided as a component of a Tertiary Plan;

g. Landscape Concept Plan

h. Angular Plan Study

i. Streetscape Plan

j. Functional Servicing Report that implements an Area Servicing Plan, a Sub-watershed study, and Master Environmental Servicing Report that have been approved by the *City* in consultation with Halton Region and Conservation Halton;

k. Stormwater Management Report that implements a Sub-watershed Study or Master Environmental Servicing Report that has been approved by the *City*, Halton Region, and Conservation Halton;

l. Transportation and Mobility Impact Study including:

1. Multi-Modal Level of Service analysis;

2. Transportation Demand Management and implementation strategy

3. Sightline analysis;

4. Traffic Calming report;
5. Transportation monitoring plan;
6. Parking justification report;

m. Utility Co-ordination Plan;

n. Conceptual Transit Routes Plan;

o. Active Transportation Network Plan including conceptual Trails Plan;

p. Environmental Impact Assessment and/or Environmental Implementation Report that implements an approved Sub-watershed Study and Master Environmental Servicing Plan;

q. Arborist Report with Tree Inventory Table and Tree Protection Plan;

r. Tree Canopy Statement that demonstrates how the urban forestry objectives of this Plan and the *City's* Urban Forest Management Plan will be addressed;

s. Noise and Vibration Assessment;

t. Phase One Environmental Site Assessment;

u. Archaeological Assessment;

v. Phasing and Implementation Plan;

w. Sustainability Study;

x. Topographic Survey; and

y. Grading and Drainage Plan.

z. Land Use Compatibility Study, including Air Quality Impact Assessment; and,

aa. Financial Impact Study that *shall* be:

1. prepared and submitted on behalf of the developer for the proposed *development* to the city; and,

2. peer reviewed by the *City*, at the applicant's expense. The scope of the peer review is to consider the fiscal impact of the proposed *development* on the City of Burlington.

(ii) In addition to policies 12.1.2 (1.2) and 8.8.2 (12.3) c) i) of this Plan, the scope of the information or material required for each application *may* include the following:

a. Housing Impact Statement

b. Conceptual pedestrian-level wind impact analysis demonstrating how the proposed draft plan and zoning regulations have been designed to avoid and minimize pedestrian-level wind impacts that *may* result from the proposed development;

c. Conceptual Massing Plan

d. Height Survey of Adjacent Buildings

e. Park Concept Plan

f. Forest Management Plan

g. Forest Edge Management Plan

h. Natural Channel Design Report where alterations to creeks are proposed;

i. Hydrologic modeling/analysis

j. Hydraulic modeling/analysis (including mapping of flood plains and spill flood hazards, if any)

k. Geotechnical slope stability assessment

l. Meander belt assessment

m. Fluvial geomorphological assessment

n. Wetland water balance assessment

o. Hydrogeological assessment

p. Phase Two Environmental Site Assessment, if recommended by a Phase One Environmental Site Assessment;

q. Hydro Corridor Land Use Application, where development or site alteration is proposed within a hydro corridor; and

r. Social Impact Assessment.

d) Prior to the approval of any Draft Plan of Subdivision or Zoning By-law Amendment, the *City shall* approve a Tertiary Plan for the District in which the *development application* is located. The Tertiary Plan *shall* be completed in accordance with section 8.8.2 (12.2) and the Draft Plan of Subdivision and Zoning By-law Amendment *shall* be consistent with and implement the Tertiary Plan.

e) In addition to Policy 8.8.2 (12.3) (b) and notwithstanding Policy 8.8.2(6.3) (c) of this Plan, applications for Zoning By-law Amendment and Draft Plan of

Subdivision *may* be submitted to the *City* for the Meadows Neighbourhood District and the portion of the Mainway Institutional District located west of Sutton Drive, and lands within the Burloak Commons District for the purposes of stormwater management.

8.8.2(12.4) PHASING AND FINANCE

a) A Phasing and Implementation Plan *shall* be submitted in accordance with Section 8.8.2 (12.3) of this Plan. The Phasing and Implementation Plan *shall* include sub-phasing policies.

b) *Development shall* be phased and coordinated with the provision of *infrastructure*, as well as transportation network and intersection design and improvements in accordance with Section 8.8.2 (6) of this Plan.

c) The timing of *development* will be subject to the availability of required *infrastructure* including transportation, transit, *municipal sewage and water*, parks and *public service facilities,* in accordance with the policies of this Plan.

d) The *City shall* require *development applications* to be supported by servicing studies specific to the site and the proposed use.

e) The City in consultation with Halton Region and other relevant agencies and service providers, *shall* establish an *infrastructure* phasing plan or equivalent to demonstrate that the provision of *infrastructure* and *public service facilities* are coordinated so that the health and well-being of the community is advanced in a fiscally responsible manner.

f) The *City* will collaborate with the Region of Halton and other service and *utility* providers to support timely investments in *sustainable infrastructure*, *utilities* and services to support growth and *intensification*.

g) The *City* will, in co-ordination with Halton Region and other service and *utility* providers, clarify long term employment and population growth targets and to establish phasing priorities to describe how investment in existing and new *infrastructure* and *public service facilities* will be made to support the vision for the Bronte Creek Meadows Community.

h) The *City* will work collaboratively with Region of Halton and other service and *utility* providers to develop plans to support timely, sustainable investment of *infrastructure*, *utilities* and services to support *intensification* in the *City.*

i) Applications for *development shall* only be approved by Council, and *development shall* only proceed when landowners have entered, or will enter, into an Allocation Agreement with the Region addressing the provision of water and wastewater servicing and roads.

j) In accordance with Section 6.5.2 i) of this Plan, the preparation of a Financial Impact Study is required to understand potential financial impact on the *City* and consideration of financial impact on Halton Region, to the satisfaction of the *City* in consultation with the Region. Recommendations of an approved Financial Impact Study *shall* be implemented to the satisfaction of the *City*.

k) The *City* has approved a Development Charges By-law based on a detailed background study. The Development Charges By-law will be amended as required to ensure that the by-law responds to the required Financial impact study in accordance with Section 8.8.2 (12.3) c) i) of this Plan, Bronte Creek Meadows forecasted growth, and to ensure that the services and capital facilities and *infrastructure* required to support the forecasted growth are considered, and that growth pays for growth to the fullest extent of The Development Charges Act, as amended.

l) *Development shall* only be approved by Council and only proceed when Council is satisfied that the landowners have entered into any agreements(s), as the City may be permitted to require, for the provision of funds or the provision of service satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of Bronte Creek Meadows Community to proceed as planned.

m) The *City shall* require that costs associated with the growth in the Bronte Creek Meadows Community be paid for by the anticipated growth. *Development shall*:

   (i) Minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Bronte Creek Meadows Community;

   (ii) Convey lands in accordance with The Planning Act for public service facilities and for the construction of other public *infrastructure* to keep pace with growth in Bronte Creek Meadows;

   (iii) Proceed in phases delineated through Tertiary Planning; and,

   (iv) Proceed a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public *infrastructure*, facilities, services and amenities.

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LAND USE POLICIES - RURAL AREA

This chapter of the Plan contains the objectives and policies for the Rural Area, identified on Schedule A: City System, of this Plan, and for its specific land use designations. The Land Use Plan and designations for the Rural Area are set out in Schedule I: Land Use – Rural Area, of this Plan. Schedule I-1: Land Use-Kilbride Settlement Area, Schedule I-2: Land Use-Lowville Settlement Area, and Schedule I-3: Land Use-Mount Nemo Settlement Area, of this Plan set out the designations within the *Rural Settlement Areas*. Schedule A-1: Provincial Land Use Plans and Designations, Schedule J: Agricultural Land Base-Rural Area, Schedule M: The Natural Heritage System, and Schedule N: Identified Mineral Resources, of this Plan, contain additional information to be used in interpreting and applying the land use designations and policies.

The objectives and policies for each land use designation are to be read in conjunction with the objectives and policies in other parts of the Plan.

9.1 THE RURAL COMMUNITY

Rural Burlington, located on the edge of a major urban area, faces significant pressures and challenges as a community, but also significant opportunities. The protection and strengthening of the rural community is the *City's* overarching goal in planning for the Rural Area. This means conserving the area's rural character and protecting and enhancing its *natural environment* while enabling the rural economy to evolve and change. The economic viability of *farming* is central to the future of the rural community.

The protection and strengthening of the rural community has been adopted as the policy framework guiding planning for the Rural Area and *shall* be applied in interpreting and applying the policies of this Plan in the Rural Area. It requires an integrated approach that addresses not only the individual elements that make up the rural community, such as *agriculture* or the *natural environment*, but also the inter-relationships among them.

9.1.1 OBJECTIVES

a) To maintain the open, rural landscape character of the Rural Area, with *agriculture* and natural heritage as *compatible* and complementary uses.

b) To enable the *agricultural* industry to adapt and grow.

c) To ensure that permitted land uses are *compatible* with, and do not adversely impact, surrounding land uses or *negatively impact* the *natural environment*.

d) To protect, improve or restore the *quality and quantity* of water resources, including *ground* and *surface water features.*

e) To conserve *cultural heritage resources* and ensure that *development* does not detract from the heritage character of the area.

f) To provide opportunities for *non-intensive recreational uses compatible* with *agriculture*, natural heritage and the rural community.

g) To permit the creation of *additional residential units,* to increase housing options in the Rural Area, subject to certain conditions and standards as outlined in this section, the Niagara Escarpment Plan, the Greenbelt Plan and other applicable regulations, including, but not limited to, the Ontario Building Code and the Ontario Fire Code.

h) To ensure that *development,* including *infrastructure development*, is consistent with the protection and strengthening of the rural community.

9.1.2 GENERAL POLICIES

a) Non-farm *development* in the Rural Area *shall* be directed to the *Rural Settlement Areas* of Kilbride, Lowville and Mount Nemo, as identified on Schedule I: Land Use-Rural Area, of this Plan, unless specifically permitted by the policies of this Plan.

b) Outside the *Rural Settlement Areas*, new *lots shall* only be created in accordance with Subsection 12.1.12(4.1) c) of this Plan.

c) Where *home occupations*, *home industries*, *bed and breakfast homes*, *animal kennels*, *veterinary clinics*, *agriculture-related uses*, *on-farm diversified uses* or *non-intensive recreation uses may* be permitted in Subsections 4.10.2(2) c), 9.2.3 a) or 9.3.2 c) of this Plan, the use:

(i) *shall* not have adverse impacts on adjacent *agricultural operations* or other surrounding land uses, on the *Agricultural System*, on the rural character of the area, or on *infrastructure* or *traffic*, or *negative impacts* on the natural heritage system or *water resource system*;

(ii) *should* be located within or adjacent to the existing *building cluster* or in the location that best minimizes adverse impacts on the viability of the current and future *agricultural* use of the *lot* and on adjacent *agricultural* operations;

(iii) *shall* be serviced by *individual on-site water service* and *individual on-site sewage services* that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards;

(iv) *shall* have adequate on-site parking located and designed to be *compatible* with surrounding land uses and the rural character of the area; and

(v) *shall* adequately screen outdoor storage, parking areas, and loading/unloading zones from neighbouring properties and public roads.

d) Where a single-detached dwelling is a permitted use on an existing *lot* outside the *Rural Settlement Areas*, the *development envelope shall*:

(i) be located within one hundred and twenty (120) m of a municipal road;

(ii) not exceed one (1) ha in area;

(iii) be located so as to minimize adverse impacts on the viability of the current and future *agricultural* use of the *lot* and on adjacent *agricultural operations*;

(iv) not have *negative impacts* on the natural heritage system or the *water resource system*; and

(v) not be located within a *hazardous site* or *hazardous lands* and have flood-free access.

e) *Development* and *site alteration* in or near *sensitive* surface water features and *sensitive ground water features shall* be restricted in accordance with the policies of Subsection 4.4.2.(2) of this Plan, such that these features and their related *hydrologic functions* will be protected, improved or restored.

f) All *development shall* be based on private, on-site, individual well water supply and private, on-site, individual waste water treatment systems that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards.

g) A single *additional residential unit may* be permitted on an existing *lot* provided that:

(i) it is not located within the Escarpment Protection Area, the Escarpment Natural Area, or the Greenbelt Natural Heritage System, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan;

(ii) it is not located within a Mineral Resource Extraction Area, as identified on Schedule I: Land Use-Rural Area, of this Plan;

(iii) it is not located within a *hazardous site* or *hazardous lands* and there is flood-free access;

(iv) it is not located in a *group home* or a single dwelling functioning as a *bed and breakfast home*;

(v) it will not have adverse impacts on adjacent *agricultural operations*, the *Agricultural System*, other surrounding land uses or the rural character of the area, or *negative impacts* on the natural heritage system or *water resource system*; and

(vi) if located within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, the *lot* contains no more than one single dwelling.

h) Where an additional residential unit may be permitted under Subsection 9.1.2 g) of this Plan:

(i) the *additional residential unit shall* be contained entirely within:

a. an *existing* single dwelling or;

b. if located within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, an addition to an *existing* single dwelling; or

c. if located within the Greenbelt Plan Area as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, an *existing accessory building or structure* located on the same *lot*;

(ii) the gross floor area of the *additional residential unit shall* be subordinate in size to the primary dwelling;

(iii) the *additional residential unit shall* be serviced by *individual on-site water services* and *individual on-site sewage services* that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards;

(iv) adequate parking *shall* be provided on-site; and

(v) if located within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, a *home industry*, *home occupation*, or *veterinary clinic*, *shall* not be permitted within the *additional residential* unit.

i) Subject to the other policies of this Plan, an expansion to an *existing use* not permitted by this Plan and located outside the *Rural Settlement Areas may* be permitted without an amendment to this Plan, provided that the proposed expansion:

(i) takes place within the boundaries of the property on which the *existing use* is located;

(ii) is not located within a *Key Natural Feature*;

(iii) does not significantly increase the *intensity* of, or the area occupied by, *existing* buildings and *accessory* facilities, in relation to the size and scale of the use at the time it became an *existing use* as defined by this Plan;

(iv) is appropriate to available rural services and *infrastructure*, and will be serviced by *individual on-site water services* and *individual on-site* sewage services that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards;

(v) will have adequate on-site parking;

(vi) *shall* not have:

a. adverse impacts on adjacent *agricultural operations* or other surrounding land uses, the *Agricultural System*, the rural character of the area, *infrastructure* or traffic;

b. unacceptable risks to public health, safety, or property; or

c. *negative impacts* on the natural heritage system or *water resource system;*

(vii) meets the objectives of the *Agricultural System*; and

(viii) if located within the Greenbelt Plan Area or the Niagara Escarpment Plan Area as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, will bring the use more into conformity with the applicable Provincial Plan.

j) New *infrastructure* and expansions and extensions to existing *infrastructure shall* be subject to the policies of Subsection 6.1.2 h) of this Plan.

k) *Cultural heritage resources* will be identified and evaluated in accordance with the policies of Section 3.5, Cultural Heritage Resources, of this Plan. *Significant cultural heritage resources shall* be *conserved*, using the provisions of The Heritage Act, The Planning Act, The Environmental Assessment Act, The Funeral, Burial and Cremations Act and The Municipal Act.

l) *Bruce Trail access points may* be permitted, subject to the other policies of this Plan, and provided that:

(i) they do not have an adverse impact on adjacent *agricultural operations* or other surrounding land uses;

(ii) they are not located within *Key Natural Features*; and

(iii) the applicable *City* and Regional road access requirements are met.

m) Within the Rural Area, the policies of the applicable Provincial Plans, as identified on Schedule A-1: City System – Provincial Land Use Plans and Designations, of this Plan, *shall* apply as follows, in addition to the policies of this Plan:

(i) Within the Greenbelt Plan Area, the policies of the Greenbelt Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Greenbelt Plan, provided that they do not conflict with the Greenbelt Plan. However, with the exception of section 4.6 of the Greenbelt Plan, this Plan *shall* not be more restrictive than sections 3.1 and 4.3.2 of the Greenbelt Plan as they apply to *agricultural* uses and mineral aggregate resources respectively; and

(ii) Within the Niagara Escarpment Plan Area, the policies of the Niagara Escarpment Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Niagara Escarpment Plan, provided that they do not conflict with the Niagara Escarpment Plan;

(iii) Within the Parkway Belt West Plan Area, the policies of the Parkway Belt West Plan *shall* apply. The policies of this Plan may be more stringent than the requirements of the Parkway Belt West Plan, provided that they do not conflict with the Parkway Belt West Plan.

In the event of a conflict between provisions of this Plan and those of an applicable Provincial plan, the provisions of the applicable Provincial plan *shall* prevail; however, where the provisions of this Plan are more restrictive, the provisions of this Plan *shall* apply, unless doing so would conflict with the Provincial Plan.

n) New *golf courses* and golf driving ranges, and expansions to existing *golf courses* and driving ranges requiring additional land, are not permitted.

o) *Public service facilities* serving the Rural Area *shall* be located in the *Rural Settlement Areas* and *should* be co-located and integrated in community hubs, maintaining and adapting existing *public service facilities* where feasible.

p) *Mineral aggregate resources shall* be protected and utilized in accordance with the policies of Section 4.10, Mineral Aggregate Resources, of this Plan

9.1.3 SITE- SPECIFIC POLICIES

a) Notwithstanding the general policies of Chapter 9, Land Use Policies – Rural Area, of this Plan, and subject to all applicable municipal by-laws, policies and site plan requirements, and the *development* criteria of the Niagara Escarpment Plan, the following site-specific uses are permitted:

(i) **4449 Millborough Line:** the operation of a seasonal *campground* with a maximum of one hundred and fifty (150) campsites on lands located at 4449 Millborough Line;

(ii) **5100 Appleby Line:** the operation of a seasonal *campground* with a maximum of fifty-nine (59) seasonal cottages and one permanent single-detached dwelling in addition to related recreational facilities at "Camp Sidrabene", located at 5100 Appleby Line;

(iii) **Cedar Springs Community:** the operation of a private, self-sustaining *development* with a maximum of twelve (12) year-round residences and eighty-two (82) seasonal cottages at the Cedar Springs Community, located east of Cedar Springs Road and north of Britannia Road. The conversion of seasonal cottages to permanent year-round residences within the Cedar Springs Community *shall* not be permitted. For the purposes of this policy, the residency of a seasonal cottage for a period of greater than sixty (60) days between November 1 and May 1 *shall* be considered a conversion of a seasonal cottage to a permanent year-round residence;

(iv) **4284 No. 2 Side Road:** the operation of an institutional *campground* by the Boy Scouts of Canada on lands located at 4284 No. 2 Side Road;

(v) **5260-5342 Bell School Line:** the operation of an existing *airport* located on lands at 5260-5342 Bell School Line;

(vi) **Beaufort Heights:** the *development* of the Beaufort Heights area south of Dundas Street and west of Brant Street mainly for single-detached dwellings with urban services. For the purposes of this policy, the Beaufort Heights subdivision *shall* be deemed to consist of Registered Plans 509, 1297 and 20M-151, and those lots municipally known as 1315, 1321, 1401 and 1405 Beaufort Drive, 1296 Dundas Street, and 1311 Harbour Court;

(vii) **6621 Guelph Line:** the operation of an 18-hole *golf course* at 6621 Guelph Line, including *accessory* facilities related to the *golf course* use and *accessory uses* existing as of October 1, 2006; and

(viii) **2273 Dundas Street:** greenhouses, stockpiling and processing of soil, processing and sale of local farm products, sale of garden centre or landscaping products, sale and storage of bulk firewood and hay, cold storage and fruit packing operation, and *accessory* facilities necessary to support these uses, on approximately 7.1 ha of land described as 2273 Dundas Street; and

(ix) **3488 Tremaine Road:** the use of lands located at 3488 Tremaine Road for mineral resource extraction, based on the provision of a private communal water system approved by the Region of Halton to properties identified by the Region of Halton having potential for well water interference from operation of a shale *quarry* at this location.

9.2 THE AGRICULTURAL SYSTEM

The health and prosperity of the *Agricultural System* is integral to maintaining and strengthening the rural community. The economic viability of *farming* is central to the future of rural Burlington. The stewardship activities of farmers also provide important environmental benefits, such as the protection of natural heritage and water resources. Further, *agri-tourism* provides opportunities for residents and visitors to enjoy and learn about *agriculture*, while supporting the local economy. The *City's agricultural* policies are designed to develop and maintain a permanently secure, economically viable *Agricultural System* while protecting the rural, open space character and landscape of the Rural Area.

The *Agricultural System* is comprised of the Agricultural Land Base, as identified on Schedule J: Agricultural Land Base-Rural Area, of this Plan, and the *agri-food network*. The Agricultural Land Base provides a continuous, physical land base for *agricultural* production while the *agri-food network* consists of the *infrastructure*, services and assets important to the viability of the agri-food sector.

9.2.1 OBJECTIVES

a) To support and enhance the economic health and long term viability of the *Agricultural System* by:

(i) recognizing *agriculture* as a primary activity and land use within the *Prime Agricultural Areas*;

(ii) providing permanent protection for *Prime Agricultural Area*, as identified on Schedule J: Agricultural Land Base-Rural Area, of this Plan, for existing and future *agricultural use*;

(iii) reducing the fragmentation of the Agricultural Land Base, maintaining connectivity among the lands within the land base and providing for their consolidation;

(iv) protecting farms from activities and land uses that are not *compatible* with *agriculture* and would limit *agricultural* productivity or efficiency;

(v) protecting *normal farm practices* and the *right to farm;*

(vi) accommodating the development of a diverse, innovative and economically strong *agricultural* industry in the city;

(vii) providing flexibility for *agricultural operations* to adapt to economic and technological change and to adopt innovative new *agricultural* practices*;*

(viii) permitting *agriculture-related uses* and *on-farm diversified uses* that are *compatible* with *agriculture* and enhance the economic viability of the *agricultural* industry;

(ix) accommodating *agri-tourism uses* and direct sales of farm produce and *accessory* products to support the economic viability of the *agricultural* industry;

(x) increasing the city's resiliency to climate change through the production of local food and *agricultural products*; and

(xi) supporting the maintenance and improvement of a strong *agri-food network* to support and strengthen the *Agricultural System* in the city.

b) To recognize *existing* rural non-farm uses and allow for their continuation in a manner that is sensitive to, and does not limit, *agricultural* productivity or efficiency and that protects or enhances the *natural environment.*

c) To maintain the scenic values of lands in the vicinity of the Niagara Escarpment.

d) To provide a *buffer* for the more ecologically *sensitive* areas of the Niagara Escarpment.

9.2.2 GENERAL POLICIES

a) To assist in interpreting and implementing the policies of this Plan, the Agricultural Land Base is identified on Schedule J: Agricultural Land Base – Rural Area, of this Plan. It includes both *prime agricultural lands* and lands outside of the *Prime Agricultural Area* and is comprised of:

(i) the Agricultural Area designated on Schedule I: Land Use – Rural Area, of this Plan; and

(ii) those parts of the *City's* Natural Heritage System (NHS) that are outside the *Key Natural Features* identified on Schedule M: The Natural Heritage System, of this Plan, or where the only *Key Natural Feature* is a significant earth science *Area of Natural and Scientific Interest.*

b) Those parts of the Agricultural Land Base identified as *Prime Agricultural Area* on Schedule J: Agricultural Land Base – Rural Area, of this Plan, are also subject to the policies of Subsection 9.2.4 of this Plan.

c) While those parts of the Agricultural Land Base that are within the *City's* natural heritage system are subject to the relevant objectives and policies of this Plan respecting the natural heritage system, *agricultural operations* are *compatible* uses and are recognized, promoted and protected within these

areas as part of the *Agricultural System*. *Agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* are permitted in accordance with the policies of this Plan.

d) The Provincial Growth Plan provides for the identification and protection of the *Agricultural System* for the Greater Golden Horseshoe (GGH), which includes a Provincial Agricultural Land Base comprised of *prime agricultural areas* and rural lands, as well as a complementary *agri-food network*. The *prime agricultural areas* identified within the Provincial Agricultural Land Base are to be designated in municipal official plans and have been incorporated into the *City's* Agricultural Land Base, as identified on Schedule J: Agricultural Land Base – Rural Area, of this Plan. Once the *prime agricultural areas* identified by the Province have been implemented through a *municipal comprehensive review* by the Region of Halton, the refined mapping will be incorporated into this Plan by amendment or as part of the City's next statutory review of this Plan.

e) *Agriculture shall* be recognized, *encouraged* and protected as an important industry in the city and as the primary long-term activity and land use throughout the Agricultural Land Base by:

(i) protecting the Agricultural Land Base identified on Schedule J: Agricultural Land Base – Rural Area, of this Plan, giving highest priority to *Prime Agricultural Areas*;

(ii) ensuring that new land uses and *development* do not limit the ability of farmers to employ *normal farm practices*;

(iii) applying the *Minimum Distance Separation (MDS) formulae* and other relevant Provincial regulations in accordance with the Livestock Facility guidelines adopted by Regional Council to ensure that *agricultural operations* are protected from activities and land uses that are not *compatible* with *agriculture* and would limit *agricultural* productivity or efficiency;

(iv) requiring that new land uses, including the creation of *lots*, and new or expanding livestock facilities comply with the provincially developed *Minimum Distance Separation (MDS) Formulae*. The Region of Halton's Livestock Facility guidelines will be used to:

a. provide further guidance to improve the co-existence of livestock facilities and non-farm uses; and

b. facilitate efficient and flexible *agricultural* practices that support and protect the *right to farm* where *agriculture* is permitted; and

(v) requiring the proponent of any proposed non-*agricultural* land use or *development* that *may* have adverse impacts on an adjacent *agricultural operation* or on the *Agricultural System* to carry out an *Agricultural Impact Assessment (AIA)* based on the guidelines adopted by Regional Council, and those that may be developed by the Province.

(vi) where *agricultural uses* and non-*agricultural* uses interface, land use compatibility *shall* be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the *Agricultural System*. Where mitigation is required, measures *should* be incorporated as part of the non-*agricultural* uses, as appropriate, within the area being developed.

9.2.3 AGRICULTURAL AREA DESIGNATION

a) Subject to the policies of this Plan and the Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, the following uses *may* be permitted within the Agricultural Area designation:

(i) all types, sizes and intensities of *agricultural uses* and *normal farm practices;*

(ii) a full range of *agriculture-related uses* and *on-farm diversified uses*, provided that the use;

a. is *compatible* with, and *shall* not hinder, surrounding *agricultural operations*;

b. is appropriate to available rural services;

c. maintains the *agricultural*/rural character of the area;

d. meets all applicable Provincial air emission (including odour), noise, water and sewage standards and receives all relevant environmental approvals. The cumulative impact of multiple *agriculture-related uses* or *on-farm diversified uses should* be limited and not undermine the *agricultural* nature of the area.

(iii) *existing uses;*

(iv) one single-detached dwelling on an existing *lot*, provided that the *lot* is not zoned *Agricultural Purposes Only* in the *City's* Zoning By-law or identified as *Agricultural Purposes Only* in the Niagara Escarpment Plan;

(v) notwithstanding Subsection 9.2.3 a) (iv), of this Plan, a *dwelling unit accessory* to a *commercial agricultural operation,* provided that the *accessory* dwelling:

a. is not located within the Escarpment Natural Area of the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan;

b. is required to house additional full-time or seasonal *farm* labour;

c. is located in or adjacent to the existing *building cluster* and utilizes the existing road access to the *building cluster;*

d. notwithstanding Subsection 9.1.2 e) of this Plan, is serviced by *individual on-site water services* and *individual on-site sewage services*;

e. if located within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, is temporary and is mobile or portable, without a basement; or is located within an existing *farm* building or structure on a temporary basis, where justified; and

The *accessory dwelling unit shall* not be severed to create a new *lot*.

(vi) archaeological activities;

(vii) notwithstanding Subsection 9.2.3 a) (iv) a second single dwelling on an existing *lot* of record where there is an existing dwelling designated and an easement agreement registered under The Ontario Heritage Act for a dwelling of local *cultural heritage resource* value or interest or where the dwelling is considered to be of provincial or national heritage value or interest and:

a. in the opinion of the *City*, the allowance of the second single dwelling is the only viable way to preserve the local, provincial or national heritage value or interest of the existing single dwelling on the *lot*;

b. the dwelling and *accessory uses shall* not be located within a *Key Natural Feature*; and

c. there is no conflict with other provisions of this Plan;

(viii) *essential* linear *infrastructure* facilities, subject to Subsection 6.1.2 h) of this Plan;

(ix) *accessory buildings or structures*;

(x) *non-intensive recreation uses* such as nature viewing and pedestrian trail activities, only if the lands are publicly owned or are part of the Bruce Trail;

(xi) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan, if the subject land is located within the Niagara Escarpment Plan Area;

(xii) *watershed* management and flood and erosion control projects carried out or supervised by a *public authority.* Stormwater management ponds are not permitted in *Key Natural Features* or in *buffers* to those features;

(xiii) *agriculture-related uses*

9.2.4 PRIME AGRICULTURAL AREAS

a) *Prime Agricultural Areas* are identified on Schedule J: Agricultural Land Base - Rural Area, of this Plan. The purpose of Schedule J is to assist in interpreting and implementing the policies of this Plan.

b) The *Prime Agricultural Areas* identified on Schedule J: Agricultural Land Base – Rural Area, of this Plan, include lands in the *City's* Agricultural Area and Natural Heritage System designations.

c) Within the Greenbelt Plan Area, the re-designation of land within *Prime Agricultural Areas* to permit non-*agricultural* uses *shall* be prohibited, except where permitted by the Greenbelt Plan.

d) Outside the Greenbelt Plan Area, the removal of land from *Prime Agricultural Areas shall* only be permitted where the following have been demonstrated through appropriate studies to the satisfaction of the *City* and the Region of Halton:

(i) the necessity within the planning horizon for additional land to be designated to accommodate the proposed uses;

(ii) the amount of land area needed for such uses;

(iii) the reasons for the choice of location;

(iv) no adverse impacts on the *Agricultural System* or to adjacent *agricultural operations;*

(v) no *negative impacts* on the *City's* natural heritage system or *water resource system*;

(vi) alternative locations have been evaluated and demonstrated to be unsuitable;

(vii) there are no reasonable alternatives that avoid *Prime Agricultural Areas* as identified on Schedule J: Agricultural Land Base – Rural Area, of this Plan;

(viii) there are no reasonable alternative locations on lower capability *agricultural* lands; and

(ix) the land does not comprise a *specialty crop area*.

e) Extraction of *mineral aggregate resources may* be permitted in *Prime Agricultural Areas* subject to Subsection 4.10, Mineral Aggregate Resource Extraction Area, of this Plan.

9.3 THE CITY'S NATURAL HERITAGE SYSTEM

The *City's* Natural Heritage System (NHS), which is designated on Schedule I: Land Use – Rural Area, of this Plan, is made up of natural features, such as *woodlands* and *valleylands,* and the *linkages* and inter-relationships among them. In many areas, the *City's* Natural Heritage System overlaps with the Agricultural Land Base, as identified on Schedule I: Land Use – Rural Area, of this Plan, and includes lands in *agricultural use. Agricultural operations* are recognized and supported as compatible and complementary uses.

The Natural Heritage System plays an important role in maintaining and enhancing the quality of life, environmental health and *sustainability* of the Rural Area. The Natural Heritage System in the Rural Area is part of the broader, city-wide Natural Heritage System identified on Schedule M: The Natural Heritage System, of this Plan, which in turn is part of a much larger system extending far beyond the *City's* boundaries.

Section 4.2, Natural Heritage System, of this Plan, identifies the components of the Natural Heritage System in the city and sets out objectives and policies related to the Natural Heritage System that apply throughout the city, including in the Rural Area. This section of the Plan contains additional objectives and policies that apply to the *City's* Natural Heritage System, specifically within the Rural Area. The objectives and policies of this section also *shall* be read in conjunction with the objectives and policies in Section 4.2, Natural Heritage System, of this Plan and the objectives and policies contained in Section 4.4, Water Resources, of this Plan.

The Provincial Natural Heritage System for the Growth Plan for the Greater Golden Horseshoe includes lands within the Rural Area, as identified on Schedule M-1: Provincial Natural Heritage System for the Greater Golden Horseshoe, of this Plan. Within the Provincial Natural Heritage System, the policies of the applicable provincial plans *shall* apply in addition to the policies of this Plan, in accordance with Subsection 4.2.2 c) of this Plan.

9.3.1 OBJECTIVES

a) To maintain, restore and enhance the long term *ecological integrity* of the *City's* Natural Heritage System and its *ecological* and *hydrologic functions,* while accommodating the economic growth and evolution of *agriculture*.

b) To support *agriculture* as a complementary and compatible use in those parts of the *City's* Natural Heritage System outside the *Key Natural Features*.

c) To recognize and support *agriculture* as a primary activity within *Prime Agricultural Areas* in the *City's* Natural Heritage System in accordance with Subsection 9.2.4 of this Plan.

d) To maintain and enhance the landscape quality and open space character of the Niagara Escarpment.

e) To provide a buffer to prominent Escarpment features and ecologically sensitive areas of the Escarpment.

f) To maintain, restore and enhance *Key Natural Features,* without limiting the ability of existing *agricultural operations* to continue.

g) To maintain, restore and enhance the continuity of *linkages* and functional inter-relationships among *natural heritage features and areas*, surface and *groundwater features and hydrologic functions.*

h) To direct *development* to locations outside *hazardous lands* and *hazardous sites*.

i) To avoid increased flooding, erosion and sedimentation.

j) To protect and enhance the quality and quantity of ground and surface water and their related *hydrologic functions.*

k) To preserve examples of the landscape that display *significant* earth science features and their associated processes.

l) To enhance air quality.

m) To provide opportunities for scientific study and education.

n) To provide opportunities for outdoor *non-intensive recreation uses* within the *City's* Natural Heritage System*,* where appropriate.

9.3.2 POLICIES

a) The *City's* Natural Heritage System consists *of Key Natural Features* and *Enhancements to the Key Natural Features,* as identified on Schedule M: The Natural Heritage System, of this Plan. The areas shown as *Enhancements to the Key Natural Features* play an important role in maintaining and enhancing the health of the *City*'s Natural Heritage System and of the *Key Natural Features* within it.

b) Those parts of the *City*'s Natural Heritage System outside the *Key Natural Features,* or where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*, also are part of the *Agricultural System*. While these lands are subject to the goals and policies of the *City*'s Natural Heritage System, *agricultural uses*, *agriculture-related uses* and *on-*

farm diversified uses are considered to be *compatible* and complementary uses and are supported.

c) Subject to the policies of this Plan, and the Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, the following uses *may* be permitted within the City's Natural Heritage System:

(i) *existing agricultural operations* within:

a. the Escarpment Natural Area; and

b. *Key Natural Features*.

(ii) all types, sizes and intensities of *agricultural uses* and *normal farm practices may* be permitted elsewhere in the *City's* Natural Heritage System including, notwithstanding clause (i) above, in those parts of the *City's* Natural Heritage System where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*;

(iii) a full range of *agriculture-related uses* and *on-farm diversified uses may* be permitted elsewhere in the City's Natural Heritage System including, notwithstanding clause (i) above, in those parts of the City's Natural Heritage System where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*, provided that the use:

a. is *compatible* with, and *shall* not hinder, surrounding *agricultural operations*;

b. is appropriate to available rural services;

c. maintains the *agricultural*/rural character of the area; and

d. meets all applicable Provincial air emission (including odour), noise, water and wastewater standards and receives all relevant environmental approvals.

The cumulative impact of multiple *agriculture-related uses* or *on-farm diversified uses should* be limited and not undermine the *agricultural* nature of the area.

(iv) *existing uses*;

(v) one single-detached dwelling on an existing *lot* created under The Planning Act provided that the *lot* is not zoned *Agricultural Purposes Only* in the *City's* Zoning By-law or identified as *Agricultural Purposes Only* in the Niagara Escarpment Plan;

(vi) notwithstanding Subsections 9.1.2 f) and 9.2.3 a) (iv), of this Plan, a *dwelling unit accessory* to a *commercial agricultural operation,* provided that the *accessory dwelling unit* is not located within the Escarpment Natural Area and that the *dwelling unit*:

a. is not located within the Escarpment Natural Area of the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan;

b. is required to house additional full-time or seasonal *farm* labour;

c. is located in or adjacent to the existing *building cluster* and utilizes the existing road access to the *building cluster;*

d. notwithstanding Subsection 9.1.2 e) of this Plan, is serviced by *individual on-site water services* and *individual on-site sewage services*;

e. if located within the Niagara Escarpment Plan Area, as identified on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan, is temporary and is mobile or portable , without a basement; or is located within an *existing farm* building or structure on a temporary basis, where justified; and

f. is not located on a *lot* zoned *Agricultural Purposes Only* in the *City's* Zoning By-law or identified as *Agricultural Purposes Only* in the Niagara Escarpment Plan.

The *accessory dwelling unit shall* not be severed to create a new *lot*;

(vii) *home occupations* and *home industries* with a gross floor area not exceeding one hundred (100) sq. m. or twenty-five (25) percent of the residential living area, whichever *is le*sser;

(viii) *accessory* uses (*and site modifi*cation*s to accommodate th*em);

(ix) *forest, wildlife and fisheries management*;

(x) archaeological activities;

(xi) *essential* linear *infrastructure* facilities, subject to Subsection 6.1.2 h) of this Plan;

(xii) *non-intensive recreation uses* such as nature viewing and pedestrian trail activities, only if the lands are publicly owned or are part of the Bruce Trail. *Non-intensive recreation uses may* be permitted only when natural heritage features are preserved to the maximum possible degree; all proposed buildings and structures are minor in

scale; minimal parking areas are required*;* and adverse impacts on adjacent *agricultural operations* are avoided;

(xiii) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan;

(xiv) nature preserves owned and managed by a *non-government conservation organization*;

(xv) a second single dwelling on an existing *lot o*f record where there is an existing dwelling designated and an easement agreement registered under The Ontario Heritage Act for a dwelling of local *cultural heritage resource* value or interest or where the dwelling is considered to be of provincial or national heritage value or interest and:

a. in the opinion of the *City*, the allowance of the second single dwelling is the only viable way to preserve the local, provincial or national heritage value or interest of the existing single dwelling on the *lot*;

b. the dwelling and *accessory uses shall* not be located within a *Key Natural Feature*;

c. the dwelling and *accessory uses should* be located within or adjacent to the *building cluster* or in the location that best minimizes adverse impacts on the viability of the current and future *agricultural* use of the *lot* and on adjacent *agricultural operations*.

(xvi) *essential watershed* management and flood and erosion control projects carried out or supervised by a *public authority* or, approved in this Plan. Stormwater management ponds are not permitted in *Key Natural Features* or in *buffers* to those features.

9.4 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule I: Land Use –Rural Area includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies of this Plan respecting the Mineral Aggregate Resource Extraction Area designation are contained in Section 4.10, Mineral Aggregate Resources, of this Plan.

9.5 RURAL SETTLEMENT AREAS

The *Rural Settlement Area* Boundaries are designated on Schedule I: Land Use - Rural Area, of this Plan. The lands within these Boundaries comprise the *Rural Settlement Area*s of Kilbride, Lowville and Mount Nemo and represent locations in the Rural Planning Area where residential, commercial and *institutional* development *may* be located. The lands within these Boundaries that are shown as *Rural Settlement Area* indicate the areas where *development may* be permitted in accordance with the land use designations and policies of this Plan. There is limited capacity for additional *development* within the *Rural Settlement Areas*.

9.5.1 OBJECTIVES

a) To provide limited opportunities for rural, non-farm residences in identifiable rural communities.

b) To accommodate other limited rural, non-farm uses serving *agriculture* and the rural community, including small-*scale* commercial and *industrial development* and small-*scale public service facilities* and *institutional uses*.

c) To protect, improve or restore the *quality and quantity of water* resources.

d) To maintain and enhance the *City's* Natural Heritage System within *Rural Settlement Areas*.

9.5.2 GENERAL POLICIES

a) Land Use designations within the *Rural Settlement Area* lands are identified on Schedule I-1: Land Use-Kilbride Settlement Area; Schedule I-2: Land Use-Lowville Settlement Area; and Schedule I-3: Land Use-Mount Nemo Settlement Area of this Plan. Lands within these *Rural Settlement Areas* are subject to the policies of this Plan and the appropriate *development* criteria of The Niagara Escarpment Plan.

b) All *development shall* be self-sustaining based on *individual on-site water services* and *individual on-site sewage services*. The *City* will *encourage* the use of water conservation measures towards ensuring contained *sustainability* of services.

c) The minimum *lot* size *shall* be 0.8 ha, or as determined by site-specific hydrogeological studies, whichever is the greater.

d) The minimum *lot* size involving proposals for the creation of two (2) or more lots *shall* be determined based on a site-specific hydrogeological study to be submitted by the proponent and conducted in accordance with the Halton

Region Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection.

e) The minimum *lot* size involving proposals for the creation of a *lot* by way of a land conveyance *shall* be determined based on detailed site analysis, including a hydrogeological study which addresses the impacts of the new *lots* on *ground* and *surface water features.*

f) The minimum *lot* size findings of the hydrogeological Investigations prepared by the Region of Halton for each Settlement Area *shall* be used as a guideline when considering *development* proposals.

g) A non-residential use within a *Rural Settlement Areas should* not exceed a gross floor area of five hundred (500) sq. m. and *shall* require a hydrogeological study, if required by the Region of Halton.

h) The design, location and construction of public and condominium roads *shall* comply with *City* standards.

i) Proposals for plans of subdivision or condominium *shall* be accompanied by a functional storm water drainage plan and report that addresses internal and external drainage limits, as well as storm water drainage practices that are to be implemented. Where required by the *City*, a functional storm water drainage plan and report *shall* also be submitted in conjunction with an application for land conveyance.

j) *Development* proposals *shall* ensure, to the maximum possible degree, the maintenance or enhancement of the *City's* Natural Heritage System, including wooded areas, *watercourses, groundwater recharge areas, valleylands* and existing hedgerows.

k) Major rock cutting and blasting for road construction within Settlement Areas *shall* not be permitted. The regrading of the existing land for road construction *shall* be discouraged.

l) The western section of the Kilbride *Rural Settlement Area* is imperfectly drained due to a shallow depth of overburden to bedrock or the groundwater table, numerous rock outcrops and level terrain. For lands on the west side of McNiven Road, an adequate outlet for storm water drainage is not possible without rock cutting or blasting, which could risk the water supply of existing homes in this area. Further *development* in this area *shall* be supported by technical studies.

m) *Tree* planting is *encouraged* to reduce soil erosion and surface water runoff.

9.5.3 RESIDENTIAL LAND USE POLICIES

a) Single-detached dwellings within plans of subdivision and condominium are the preferred forms of *development.* Subject to the policies of Subsection 9.5.2 of this Plan, the creation of new *lots* through land conveyances *may* be considered where it will not compromise the orderly *development* of land or the general public interest.

b) Maximum dwelling sizes *may* be determined by the *City* and the Region of Halton, based on hydrogeological concerns, visual impact and *compatibility* with adjacent land uses and community character.

c) Residential *lots* that are created *shall* meet the following standards:

(i) the *lot shall* be a minimum 0.8 ha in size or as determined by site-specific hydrogeological studies, whichever is the greater;

(ii) the minimum *lot* width *should* be sixty (60) m;

(iii) the minimum front yard setback *should* be ten (10) m; and

(iv) the minimum side yard setback *should* be five (5) m. For corner *lots* the minimum side yard setback for a yard abutting a street *should* be ten (10) m.

d) *Home occupations* and *home industries* with a gross floor area not exceeding one hundred (100) sq. m. or twenty-five (25) percent of the residential living area, whichever is lesser, *may* be permitted as an *accessory* use to a single-detached dwelling, provided that the residential appearance of the property is maintained, and subject to the appropriate policies of Subsection 9.1.2 c) of this Plan.

e) *Bed and breakfast homes* with three (3) or less guest bedrooms *may* be permitted, subject to the appropriate policies of Subsection 9.1.2 c) of this Plan.

f) *Additional residential units, may* be permitted within, or on the same property as, a single-detached dwelling subject to the following provisions:

(i) a property *shall* not contain more than one (1) *additional residential unit*;

(ii) within the Niagara Escarpment Plan Area, one (1) *additional residential unit may* be located within the principle dwelling or an addition to the principle dwelling in accordance with the Niagara Escarpment Plan.

(iii) Within the Greenbelt Plan Area, one (1) *additional residential unit may* be located within the principle dwelling or within an *accessory building or structure*;

(iv) an *additional residential unit shall* not be permitted within *hazardous lands* or *hazardous sites* and *shall* have flood-free access;

(v) the *additional residential unit shall* be *compatible* with adjacent residential properties and the surrounding residential neighbourhood in terms of *physical character, massing*, heights, visual appearance, privacy, open space *amenity areas,* lot size and *lot* coverage;

(vi) adequate parking will be provided on site and the *additional residential unit shall* be serviced by *individual on-site water services* and *individual on-site sewage services* that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards; and

(vii) health and safety standards and criteria are met.

9.5.4 COMMERCIAL LAND USE POLICIES

a) The Commercial designation provides that only uses that serve the daily retail and *service commercial* needs of the local community and the surrounding rural area are permitted. A *dwelling unit* or single-detached dwelling *may* also be permitted within this land use. Commercial uses serving the tourist trade *may* be permitted, provided their *scale* and *intensity* are *compatible* with surrounding land uses. *Service commercial* uses requiring outside manufacturing or processing with the use of machinery or equipment are not permitted.

b) An amendment to this Plan *shall* be required to permit commercial *development* in other land use designations.

c) New commercial uses will be *encouraged* to locate near existing commercial uses.

d) Only commercial uses with a low level of water consumption and sewage generation, as approved by the Region of Halton, *may* be permitted.

e) Commercial uses *shall* be required to provide sufficient off-street parking for associated traffic.

f) Building design for commercial uses *shall* complement nearby *development* and the rural character of the Settlement Area. Suitable setbacks and buffers *shall* be required to ensure *compatibility* with other existing or proposed uses.

9.5.5 INSTITUTIONAL LAND USE POLICIES

a) In the Institutional designation, only low *intensity public service facilities* and *institutional uses* and small-scale commercial uses secondary to the principal use *may* be permitted. A *dwelling unit* or a single-detached dwelling *may* also be permitted within this land use.

b) An amendment to this Plan *shall* be required to allow *public service facilities* and *institutional uses* in other land use designations.

c) New *public service facilities* and *institutional uses* will be *encouraged* to locate near existing *public service facilities* and *institutional uses.* An amendment to this Plan *shall* be required for the expansion of an existing *public service facility* or *institutional use.*

d) Only *public service facilities* and *institutional uses* with a low level of water consumption and sewage generation, as approved by the Region of Halton, *may* be permitted.

e) *Public service facilities* and *institutional uses shall* be required to provide sufficient off-street parking for associated traffic.

f) Building design for *public service facilities* and *institutional uses shall* complement nearby *development* and the rural character of the Settlement Area. Suitable setbacks and buffers *shall* be required to ensure *compatibility* with other existing or proposed uses.

9.5.6 CITY'S NATURAL HERITAGE SYSTEM AND PARK POLICIES

a) The lands designated as Park in the *Rural Settlement Areas* are intended to provide recreational opportunities for residents in each Settlement Area as well as other city residents. These lands *shall* be subject to the policies of Section 3.3, Parks, Recreation and Open Space, of this Plan.

b) Uses permitted within the Parks designation *may* include:

   (i) municipal parks and related *public service facilities;* and

   (ii) outdoor recreation uses.

c) *Development* and s*ite alteration* within the City's Natural Heritage System or within one hundred and twenty (120) m of that system *shall* be subject to the objectives and policies in Section 4.2, Natural Heritage System, of this Plan and the objectives and policies contained in Section 4.4, Water Resources, of this Plan.

d) Within the *City's* Natural Heritage System designation, the following uses *may* be permitted, subject to the other policies of this Plan and to the applicable policies of the Niagara Escarpment Plan:

(i) *existing uses*;

(ii) single-detached dwellings on existing *lots* created under The Planning Act;

(iii) *non-intensive recreation uses* such as nature viewing and pedestrian trails only if the lands are publicly owned or are part of the Bruce Trail. *Non-intensive recreation uses may* be permitted only when *natural heritage features* are preserved to the maximum possible degree; all proposed buildings and structures are minor in scale; minimal parking areas are required*;* and adverse impacts on adjacent land uses are avoided;

(iv) nature preserves owned and managed by a *non-government conservation organization*;

(v) *forest, wildlife and fisheries management*;

(vi) archaeological activities;

(vii) *essential* linear *infrastructure* facilities, subject to Subsection 6.1.2 h) of this Plan;

(viii) *accessory* buildings, structures and facilities, and site modifications to accommodate them;

(ix) *home occupations* and *cottage industries* with a gross floor area not exceeding one hundred (100) sq. m. or twenty-five (25) percent of the residential living area, whichever is lesser, *may* be permitted as an *accessory* use to a single-detached dwelling, provided that the residential appearance of the property is maintained, and subject to the appropriate policies of Subsection 9.1.2 c) of this Plan*;* and

(x) *essential watershed* management and flood and erosion control projects either carried out or supervised by a *public authority.* Stormwater management ponds are not permitted in *Key Natural Features* or in *buffers* to those features.

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LAND USE POLICIES – NORTH ALDERSHOT

This part of the Plan presents the objectives and policies for the land use designations identified on the City System and the Land Use Plan for North Aldershot. The objectives and policies for each land use designation are to be read in conjunction with the objectives and policies in other parts of the Plan.

North Aldershot is identified in Schedule A: City System, of this Plan. This area is distinctive in that it contains natural features of high environmental significance, where natural features and human settlement co-exist in a finely integrated fashion. The area separates two urban areas and it is a place where people enjoy a non-urban lifestyle.

The North Aldershot boundary includes lands located north of Highway No. 403 and south of the City of Hamilton. The westerly limit is Highway No. 6 while the easterly limit is the Dundas-Burlington Ontario Hydro Transmission Line. North Aldershot is comprised of three sectors as outlined below.

The land use designations within North Aldershot are identified on Schedule K: Land Use - North Aldershot, of this Plan.

10.1 SECTORS

10.1.1 CENTRAL SECTOR

Lands identified as the Central Sector comprise an area of approximately 304 ha where further *development* is permitted on the basis that the subject lands are outside of the city's Urban Area and that the location and *intensity* of *development* will be determined by *compatibility* with the existing character, landscape and environment.

The Central Sector is bounded on the south by Highway No. 403, on the west by the Grindstone Creek Valley, on the north by the boundary of the City of Burlington and the City of Hamilton, and on the east by Old Waterdown Road and the Sassafras Woods Environmentally Sensitive Area.

10.1.2 EAST SECTOR

Lands identified as the East Sector comprise an area of approximately 488 ha where various technical studies identified in the North Aldershot Inter-Agency Review must be completed to confirm the *development* potential for the area and to identify possible areas for *development*, which are described as Sub-Areas.

The East Sector is bounded on the south by Highway No. 403, on the west by Old

Waterdown Road and the Sassafras Woods Environmentally Sensitive Area, on the north by the Dundas-Burlington Ontario Hydro Transmission Line, and on the east by the easterly boundary of the North Aldershot Planning District.

10.1.3 WEST SECTOR

Lands identified as the West Sector comprise an area of approximately 553 ha where various technical studies identified in the North Aldershot Inter-Agency Review must be completed to confirm the *development* potential for the area and to identify possible areas for *development*, which are described as Sub-Areas.

The West Sector is bounded on the south by Highway No. 403, on the west by Highway No. 6, on the north by the Dundas-Burlington Ontario Hydro Transmission Line and on the east by the Grindstone Creek Valley.

10.2 PROVINCIAL PLANS

Portions of North Aldershot are subject to the goals, objectives and policies of the following Provincial plans:

- Niagara Escarpment Plan;
- Greenbelt Plan;
- Provincial Growth Plan; and
- Parkway Belt West Plan.

The boundaries of these plans and the designations within them are shown on Schedule A-1: Provincial Land Use Plans and Designations. Subsection 2.2.3 of this Plan provides brief descriptions of these plans.

Lands located along the northern edge of North Aldershot are subject to the Niagara Escarpment Plan and are not subject to the policies of Chapter 10: Land Use Policies - North Aldershot, except as set out in Section 10.6, Niagara Escarpment Plan, of this Plan.

Within the *City's* Natural Heritage System, the policies of the applicable Provincial plans as shown on Schedule A-1: City System - Provincial Land Use Plans and Designations, *shall* apply as follows, In addition to the policies of this Plan:

a) within the Niagara Escarpment Plan Area, the policies of the Niagara Escarpment Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Niagara Escarpment Plan, provided that they do not conflict with the Niagara Escarpment Plan;

b) within the Greenbelt Plan Protected, the policies of the Greenbelt Plan *shall* apply. The policies of this Plan *may* be more stringent than the

requirements of the Greenbelt Plan, provided that they do not conflict with the Greenbelt Plan. However, with the exception of section 4.6 of the Greenbelt Plan, this Plan *shall* not be more restrictive than Sections 3.1 and 4.3.2 of the Greenbelt Plan as they apply to *agricultural* uses and mineral aggregate resources respectively;

c) within the Provincial Growth Plan Area, the policies of the Provincial Growth Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Provincial Growth Plan, provided that they do not conflict with the Provincial Growth Plan.

The Provincial Growth Plan provides for the identification and protection of the Natural Heritage System for the Growth Plan, which applies outside of the Greenbelt Area, Niagara Escarpment Plan Area, and *settlement areas*. The Natural Heritage System for the Growth Plan is to be incorporated as an overlay in municipal official plans but does not apply until it has been implemented by the applicable upper- or single-tier official plan. Until that time, the policies of the Provincial Growth Plan that refer to the Natural Heritage System for the Growth Plan *shall* apply to the *City's* Natural Heritage System, outside of the Greenbelt Plan Area, Niagara Escarpment Plan Area, and *settlement areas*, as identified on Schedule M: Natural Heritage System, of this Plan and the Regional Natural Heritage System shown on Map 1 of the Halton Region Official Plan. Once the Natural Heritage System for the Growth Plan has been implemented through a *municipal comprehensive review* by the Region of Halton, the mapping will be incorporated into this Plan by amendment or as part of the City's next statutory review of this Plan.

d) Within the Parkway Belt West Plan Area, the policies of the Parkway Belt West Plan *shall* apply. The policies of this Plan *may* be more stringent than the requirements of the Parkway Belt West Plan, provided that they do not conflict with the Parkway Belt West Plan.

In the event of a conflict between provisions of this Plan and those of the applicable provincial plan, the provisions of the applicable provincial plan *shall* prevail; however, where the provisions of this Plan are more restrictive the provisions of this Plan *shall* apply, unless doing so would conflict with the Provincial Plan.

10.3 NORTH ALDERSHOT - GENERAL

The purpose of this section is to establish objectives and policies to guide further *development* of North Aldershot, identified as "North Aldershot" on Schedule A: City System.

North Aldershot is a distinctive area - it contains natural features of high environmental significance, it separates two urban areas and it is a place where people enjoy a non-urban lifestyle. The two essential aspects of the area, its natural features and its human settlement, are not separate but co-exist in a finely integrated fashion. This Plan is based on recognition of this character of the area and that any new *development* must fit into and build upon the special characteristics. Accordingly, the Plan:

a) identifies and protects *significant* environmental areas;

b) ensures that these environmental areas are appropriately linked;

c) maintains the general open space setting;

d) ensures that existing roads retain their present character; and

e) establishes policies to ensure that new *development* will be integrated with the existing topography and be *compatible* with the existing settlement character.

Further *development may* be permitted on the basis that the subject lands are outside of the City's Urban Area and that the location and *intensity* of *development shall* be determined by *compatibility* with the existing character, landscape and environment.

10.3.1 OBJECTIVES

a) To maintain the urban separator function between the Waterdown Urban Area of the City of Hamilton and the Urban Area of Burlington, performed by North Aldershot.

b) To confirm the North Service Road as Burlington's northern urban boundary in the west part of the city.

c) To retain North Aldershot as a distinct, identifiable area in the context of the City of Burlington and the surrounding built-up area to the north and south.

d) To ensure that *development* in North Aldershot retains and, where possible, enhances the special characteristics of the area and to ensure the preservation and enhancement of existing *significant* environmental and physical features.

e) To permit *development* which is *compatible* with the predominant characteristics of North Aldershot such that the *scale* and character of the existing community is respected and regard is had to the rural character of the existing roads.

f) To respect the topographical character of the area so that slopes are protected from major cutting, major filling and erosion.

g) To recognize and reflect the *cultural heritage resources* of the area.

h) To limit the construction of additional major roads and the upgrading of existing roads.

i) To ensure that *development* has regard for wildlife corridors and *linkages* and minimizes *forest* fragmentation.

j) To *preserve* the brow of the Niagara Escarpment as well as its visual and natural open space character.

k) To *preserve* significant views of the *Escarpment brow* as well as from the Escarpment.

l) To ensure that significant views of North Aldershot from outside the area reinforces its context as a distinct, identifiable area different from the surrounding urban area.

m) To require that *development* pay for growth-related costs.

10.3.2 GENERAL POLICIES

A secondary planning study was completed for North Aldershot in 1994, known as the North Aldershot Inter-Agency Review. This study concluded further *development* potential exists in North Aldershot, provided the unique natural setting is preserved.

The Ontario Municipal Board approved land use policies for the Central Sector in 1996. These policies are reproduced in this Plan. Land use policies for the East and West Sectors are also found in the General Policies in this section. Lands identified as 'North Aldershot Special Study Area' require further study in order to determine more precise *development* potential.

The policies and mapping of the Regional Official Plan that apply to North Aldershot are being reviewed through the Region of Halton's *municipal comprehensive review* which is to be completed by 2022. Once the Regional Official Plan has been updated to implement the *municipal comprehensive review*, the City will undertake a review of the Burlington Official Plan to ensure that it conforms to updated Regional policies and mapping that affect, amongst other things, the nature and location of growth and *development* and the protection of

the *natural environment*.

a) The policies in this section of the Plan are applicable throughout North Aldershot regardless of land use designation, unless otherwise indicated. The policies of this Plan as they relate to the City's Natural Heritage System identified on Schedule M: Natural Heritage System and defined by sections 4.2.2 d), e), and f), of this Plan, are applicable throughout North Aldershot regardless of land use designation. Similarly, the policies of the Regional Official Plan as they relate to the Regional Natural Heritage System as shown on Map 1 and identified in Sections 115.3 and 115.4 of the Regional Official Plan, are also applicable throughout North Aldershot regardless of land use designation.

b) *Development shall* be permitted in accordance with the land use designations shown on Schedule K: Land Use-North Aldershot, and Schedules L-1 to L-11: Sub-Areas, of this Plan, the maps applicable to the location of *development* and the policies of this Plan.

c) The following uses *may* be permitted in all designations in North Aldershot, subject to other *policies* of this Plan and the Zoning By-law:

(i) *agricultural* uses and a dwelling *accessory* to an *agricultural operation* on the same property;

(ii) legally *existing uses*;

(iii) single detached dwelling on an existing *lot*;

(iv) *forest, wildlife and fisheries management*;

(v) *non-intensive recreation uses* such as nature viewing and pedestrian trail activities, only if the lands are publicly owned;

(vi) archaeological activities;

(vii) transportation and *utility* facilities;

(viii) *accessory buildings, structures* and facilities and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(ix) *accessory use*s and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(x) small scale public uses;

(xi) *home occupations* and *cottage industries* with a gross floor area not exceeding one hundred (100) sq. m. or twenty-five (25) percent of the residential living area, whichever is less;

(xii) *bed and breakfast home accessory* to an existing dwelling or *agricultural operation* with a maximum of three guest bedrooms;

(xiii) *veterinary clinics* serving the *agricultural* community;

(xiv) *animal kennels* in conjunction with a single detached dwelling;

(xv) *watershed management* and flood erosion control projects carried out or supervised by a *public authority;*

(xvi) the following uses, only if located on a *commercial farm* and *accessory* to the *farming* operation:

a. *home industry* with a gross floor area not exceeding two hundred (200) sq. m.;

b. retail uses with a gross floor area not exceeding five hundred (500) sq. m. and the majority of the commodities for sale, measured by monetary value, are produced or manufactured on the farm;

c. *agriculture*-related tourism uses with a gross floor area not exceeding two hundred and fifty (250) sq. m.;

(xvii) on-farm businesses that *may* not be related to *agriculture* provided:

a. their scale is minor and does not change the appearance of the *farming* operation;

b. their adverse impacts such as noise, odour and traffic on surrounding land uses is minimal and will not hinder surrounding land uses;

c. they meet all Regional criteria as stated in the On-Farm Business Guidelines adopted by Regional Council.

d) Schedule K: Land Use – North Aldershot, of this Plan, indicates the various land use designations in North Aldershot. The land use policies in this section *should* be read in conjunction with the general policies and with the design and *development* criteria contained elsewhere in this Plan.

e) Density and location of *development* will be determined by such considerations as: the size and extent of the developable land, existing topography, *cultural heritage resources*, existing adjacent uses, visual impact, and the ability of the site to sustain the proposed *development*. Maximum land use *intensity* is subject to meeting all applicable policies and *may* not be attained in all circumstances.

f) Zoning provisions will be calculated on a developable area that excludes the Environmental Protection Area designation with the exception that the

calculation of the maximum impervious surface for any Sub-Area *shall* include the *buffer* areas that are immediately adjacent to that Sub-Area in Schedules L-1 to L-11. The determination of *buffer* area width *shall* be in accordance with the Provincial Growth Plan, which requires a 30 metre wide *vegetation protection zone* (*buffer*) adjacent to *key hydrological features*, *fish habitat* and *significant woodlands* within the *City's* Natural Heritage System, as identified on Schedule M: Natural Heritage System, of this Plan and within the Regional Natural Heritage System as shown on Map 1 of the Regional Official Plan. The determination of *buffer* widths in the Greenbelt Natural Heritage System *shall* be in accordance with the Greenbelt Plan. The allocation of this impervious area on individual *lots* or blocks *shall* be approved by the *City* prior to the registration of any plan of subdivision in which the *lots* and blocks are located.

g) Impervious area *shall* mean an impermeable surface such as pavement or rooftop which prevents the infiltration of water into the soil, but excludes the wetted surface area of ponds or pools or those impermeable surfaces which are less than ten (10) sq. m. in area and separated hydraulically from any adjacent impermeable surfaces or drains by at least three (3) m.

h) *Development* proposals *shall* provide such mitigative measures as required by *utility* agencies.

i) North Aldershot is subject to subdivision control and part-lot control.

j) North Aldershot – Central Sector *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new *lots* on private services (wells and septic systems) is not permitted. The West and East Sectors *shall* develop on private services (wells and septic systems), with the exception of the Bridgeview Community at Plains Road and Highway 6, which *shall* develop on full municipal services.

k) In North Aldershot, *institutional uses* and *public service facilities may* be permitted within all land use designations identified on Schedule K: Land Use– North Aldershot, with the exception of the Greenlands (Escarpment Plan Area), Environmental Protection Area and North Aldershot Special Study Area land use designations, subject to meeting to the maximum possible degree, the following conditions:

(i) the proposed uses of land, buildings or structures secure the open space character of the area by low density *development*;

(ii) the Environmental Protection Area is preserved;

(iii) the uses permitted enhance the open space character by landscaping, tree planting, berms and screening;

(iv) the location and design of buildings and structures are such that the open space character of the area is secured;

(v) *non-intensive recreation uses accessory* to a school use *may* be permitted;

(vi) the provisions of the Niagara Escarpment Plan are satisfied, where applicable;

(vii) impervious cover *shall* be minimized;

(viii) maximum impervious surface *shall* not exceed forty (40) percent of the *net* developable area (lands within the site excluding the Environmental Protection Area and public roads);

(ix) notwithstanding the foregoing, any elementary school site located in Sub Area 2B, Schedule L-2b, is permitted a maximum impervious surface of sixty (60) percent. If an elementary school is not constructed, the forty (40) percent maximum impervious provision *shall* apply for all other building forms except for single-detached dwellings where the twenty (20) percent maximum impervious provision *shall* apply;

(x) maximum building height *shall* not exceed three (3) storeys and *shall* not extend above the tree canopy;

(xi) *massing* and roof-line of buildings *shall* be *encouraged* to be *compatible* with the existing settlement pattern;

(xii) the visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography;

(xiii) parking areas *should* be screened with dense, hardy native plant material that creates an effective visual barrier. Within the parking lot, buffer islands *shall* be employed to screen more than four rows of cars;

(xiv) all plant material *shall* be protected and retained to the maximum extent possible;

(xv) landscape buffers along the perimeter of the property boundary and within the grounds *shall* be employed to screen the visual impact of facilities from adjacent residences. The landscape buffers *shall* create a visual screen and be *compatible* with the natural landscape setting;

(xvi) new planting in restoration areas *shall* be *encouraged* to be native plant species and be consistent with surrounding natural landscape character. Invasive non-native plant species *shall* be discouraged;

(xvii) the extent of mowed turf grass *shall* be minimized;

(xviii) *cemeteries* and associated uses and *structures shall* be screened from residential areas;

(xix) site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads; and

(xx) the policies of Subsection 10.3.3 of this Plan are satisfied.

l) Any of the uses permitted by this Plan in North Aldershot *shall* be further subject to any revisions to the boundary of the *City's* Natural Heritage System within and adjacent to the North Aldershot Policy Area, based on the designations and policies of the Greenbelt Plan and the concept of a systems approach as described in subsection 4.2, of this Plan. Upon such a revision, the policies of the *City's* Natural Heritage System as identified on Schedule M: Natural Heritage System, of this Plan, and of the Greenbelt Plan *shall* apply to all *development* and *site alteration* applications in North Aldershot based on the revised boundary.

10.3.3 DESIGN POLICIES

a) Consistent with the permissions granted by the land use designations on Schedule K: Land Use Policies – North Aldershot, Schedules L-1 to L-11: Sub-Areas, and the policies of this Plan, all *development* proposals will be *encouraged* to *preserve* existing significant *trees,* wooded areas and hedgerows, and plant additional *trees* in accordance with good *forestry* management practices.

b) Buildings and *structures shall* be designed and located so as to maximize their *compatibility* with the existing natural landscape, minimize their effect on the open space character of the area and maintain to the maximum possible degree an uninterrupted sight line between Highway 403 and the Niagara Escarpment consistent with the permissions granted by the land use designations on Schedule K: Land Use Policies-North Aldershot, Schedules L-1 to L-11: Sub-Areas, and the policies of this Plan.

c) Regard *shall* be had for the visual and physical harmony of the location of buildings and the design and location of roads with the existing natural features.

d) Site design *shall* be compatible with and enhance the special setting provided by the Niagara Escarpment, Grindstone Creek and Sassafras Woods.

e) Site layout *shall preserve* key viewsheds from existing roads, such as views to the brow of the Niagara Escarpment, Burlington Bay, Hamilton, and Lake Ontario.

f) Views generally to the open landscape setting, including creek and stream valleys and associated vegetation, *shall* be provided.

g) Site design and location of buildings *shall* permit views between buildings.

h) *Intensification* along existing roads *shall* permit views into the open landscape setting.

i) Site planning *shall encourage* and support the preservation, restoration and enhancement of existing *cultural heritage resources* such as identified homesteads and their associated landscapes.

j) The *massing* and location of adjacent *development should* be *compatible* with *built heritage resources* in order to establish a sense of visual continuity and *compatible* building scale.

k) Site design *shall* be *compatible* with both the open space character and the predominant settlement characteristics of the area.

l) *Lots should* not be uniform in size and shape across North Aldershot.

m) To ensure that valleys are protected, adjacent *development shall* be located in such a manner as to have adequate setbacks from the *lot* line.

n) Existing degraded drainage channels, declining plantations and remnant vegetation areas are *encouraged* where possible to be *rehabilitated*.

o) To ensure that passive storm water drainage techniques can be applied, the number of housing units that have *lot* lines bordering existing drainage channels, creeks and valleys *shall* be maximized.

p) The density, *massing*, form, setback and layout of the new *development shall* be compatible with the surrounding *structures*.

q) Building location *shall* integrate with the existing topography.

r) Building materials *shall* blend and harmonize with the natural landscape setting. Where practical, earth tones and natural materials such as stone, wood siding and clay brick *shall* be *encouraged*.

s) Except for *built heritage resources* pursuant to Subsection 10.3.3 i) of this Plan, and infill houses pursuant to Subsection 10.4.1(1) of this Plan, buildings *shall* face the road. Reverse frontage lotting patterns and the use of acoustical walls and fences *shall* not be permitted except when no other feasible alternative is available to meet Ministry of the Environment requirements for mitigating noise impacts from Highway 403.

t) Buffering measures such as vegetation *shall* be employed to screen non-residential *development* adjacent to residential uses.

u) The visual impact of site servicing, loading, air handling equipment and waste disposal *shall* not be visible from roadways or adjacent properties.

v) The needs of persons with *disabilities shall* be considered in each *development*.

w) Site signs *shall* be at ground level and integrated with the landscape. Hanging or projecting signs will not be permitted.

x) *Significant trees,* wooded areas and hedgerows *shall* be retained wherever possible.

y) New planting in restoration areas *shall* be *encouraged* to be native plant species and be consistent with surrounding natural landscape character. Invasive non-native plant species *shall* be discouraged.

z) Consistent with the permissions granted by the land use designations on Schedule K: Land Use Policies-North Aldershot, Schedules L-1 to L-11: Sub-Areas, and the policies of this Plan, site design and *development shall* integrate with the existing topography to maximize the preservation of significant existing *trees,* steep slopes (greater than fifteen (15) percent), and existing drainage patterns.

10.3.4 GROWTH MANAGEMENT POLICIES

a) Notwithstanding the policies of subsections 12.2.2 k) and m), of this Plan, additional *development* of all forms and densities and/or any *development* proposal which exceeds the provisions of this Plan *shall* be considered as an amendment to this Plan and *shall* be undertaken as a comprehensive process characterized by the following:

(i) a clear definition of the undertaking;

(ii) an effective public consultation program involving the general public and all stakeholders throughout the review process;

(iii) the selection of criteria prior to the development of alternatives that are to be applied consistently throughout the review process to evaluate the alternatives;

(iv) a comprehensive assessment of the natural and human environment and the capacity of these environments to sustain *development*; and

(v) a comprehensive servicing assessment in accordance with the Regional Official Plan.

b) Consideration of an application for amendment to this Plan must take into account the need for the proposed use, , implications on *infrastructure,* and the natural and social environment, as well as fiscal impact. In addition, any application for an amendment to this Plan *shall* conform to the Growth Plan, Niagara Escarpment Plan, Greenbelt Plan and Parkway Belt West Plan, and be consistent with the Provincial Policy Statement.

10.3.5 ENVIRONMENT AND SUSTAINABILITY POLICIES

a) *Development shall* result in minimum damage to significant *trees,* wooded areas, and hedgerows, as identified by an Environmental Impact Assessment (EIA).

b) *Development shall* be designed so as to *preserve* the existing open-space setting of the Niagara Escarpment face, as well as all creek and stream valleys in the area.

c) The *City shall* require as a condition of *development* approval, the dedication of the greater of the *flooding hazard*, or the valley through which the *watercourse* flows including a conservation setback from stable *top-of-bank, flooding hazard*, or *meander belt allowance,* to the satisfaction of the *City* and Conservation Halton. Dedication of these lands *shall* not be considered part of the parkland dedication requirements of The Planning Act.

d) The *City may* require as a condition of *development* approval, in consultation with Conservation Halton, either the restoration or a contribution to restoration and enhancement of degraded sites within any such dedication areas.

e) *Watercourse*s regulated by Conservation Halton *should* be left in their natural state, unless approval to alter the *watercourse* is obtained from Conservation Halton, and every effort *should* be made to keep other *watercourse*s open and natural.

f) Functional drainage designs *shall* be prepared at the draft plan of subdivision stage, outlining preliminary designs and costs.

g) Storm water management *shall preserve* to the maximum possible degree the existing hydrologic cycle and water quality by promoting infiltration and retention of storm water runoff at source.

h) Storm water management *shall preserve* and utilize the natural drainage system where feasible. The use of natural swales to treat and convey storm water *shall* be used wherever appropriate and the use of storm sewers and storm water management ponds minimized.

i) The length of driveway culverts on the road allowance *shall* be minimized, to maximize the conveyance of storm water by open ditches on public roads.

j) Erosion and runoff siltation *shall* be minimized by preserving to the maximum possible degree existing topographic and natural features consistent with the permissions granted by the land use designations on Schedule K: Land Use– North Aldershot, and the policies of this Plan.

10.3.6 TRANSPORTATION POLICIES

a) Construction of major new roads and upgrading of existing roads will be limited.

b) New public roads will be built to rural standards.

c) The crossing of lands designated Environmental Protection Area by new roads will be restricted.

d) A Master Transportation Study Environmental Assessment will be undertaken to evaluate north-south and east-west traffic movements in North Aldershot, which *may* result in the need to further amend this Plan.

e) The re-design of existing roads and the design of new roads will promote their safe use by cyclists and pedestrians.

f) Cycling and pedestrian links will be provided between public open spaces and/or *public service facilities.*

g) Each landowner in North Aldershot who develops an *office* use of greater than three thousand (3,000) sq. m. *shall* be required, prior to the occupancy and use of land, to establish with the *City* a *transportation demand management (TDM)* Plan and implementation strategy for each *development*. Priority *shall* be given to measures that are not capital intensive (e.g. flexible working hours, priority parking spaces for car pool vehicles) and which are feasible given the scale, ultimate ownership and location of the *development*.

10.3.7 MUNICIPAL SERVICES AND UTILITY POLICIES

a) Subject to the provisions of the Niagara Escarpment Plan, where applicable, private uses on lands zoned for transportation, *utility* or communication purposes that are *accessory* and *compatible* to their primary function *shall* be permitted without amendment to this Plan. These private *accessory* uses *may* include, but *shall* not be limited to, parking lots for purposes of providing parking over and above minimum by-law requirements, private rights-of-way and driveways, *agricultural* uses, *golf course*s and driving ranges, *community gardens*, the cultivation and storage of nursery stock in

association with *horticultural trade uses* and garden centres, indoor and outdoor storage, and private services and *utilities.*

b) The private uses described above *shall* require an amendment to the Zoning By-law and *shall* be permitted only when the proposed use is *compatible* with the use of the land for a transportation, *utility* or communication function, visually and functionally *compatible* with existing and proposed uses on adjacent lands, and *compatible* with the policies of this Plan applying to the land use designations of the adjacent lands.

10.4 LAND USE DESIGNATIONS

10.4.1 RESIDENTIAL AREAS

10.4.1(1) INFILL RESIDENTIAL

a) Permitted Uses *shall* be: A single detached dwelling on a new *lot*, in association with existing settlement, subject to the following:

(i) the existing and proposed *lots* front on an existing public road;

(ii) the proponent of new *lots* proposed within the vicinity of lands designated "Mineral Resource Extraction Area" *shall* be required to demonstrate that the proposed *development* complies with Section 4.6, Land Use Compatibility, of this Plan.

b) New *lots* with municipal water and sanitary services, as identified in the Region of Halton Official Plan, *shall* have a minimum *lot* area of 0.3 ha, except within the urban serviced area of the Bridgeview Community in the vicinity of Plains Road West and Highway 6, where smaller *lot* sizes *may* be considered where they are in character with existing *development*.

c) The minimum *lot* size for the creation of a new *lot* without municipal water and sanitary services, as identified in the Region of Halton Official Plan, *shall* be determined based on a detailed site analysis submitted by the proponent, including a hydrogeological study conducted in accordance with the Halton Region Hydrogeological Studies & Best Management Practices for Groundwater Protection Guidelines and which addresses the impacts of the new *lot* on ground and surface water resources. The minimum *lot* size *shall* be 0.8 ha or as determined by site-specific hydrogeological studies, whichever is the greater.

d) New buildings *shall* be required to be *compatible* with surrounding houses in terms of characteristics such as height, *massing* and roof lines.

e) Additions to existing buildings *shall* be *compatible* with the existing homes.

f) Front yard and side yard setbacks and *lot* coverage *shall* be generally *compatible* with that of the adjacent settled area.

g) Rear yards of infill *lots shall* not abut a public road.

h) Garages *shall* be permitted only at the side or rear of the house.

i) Site regrading *shall* be limited to the immediate building area where feasible. Regrading *shall* be prohibited within three (3) m of the rear property boundary.

j) Residential *development* on Gloucester Drive *shall* proceed on full municipal services in accordance with subsection 10.3.2 j), of this Plan, and *shall* not exceed a maximum of six (6) units.

10.4.1(2) DETACHED RESIDENTIAL

a) Permitted uses *shall* be: detached dwelling.

b) New buildings *shall* be *encouraged* to be *compatible* with the surrounding settlement pattern in terms of formal characteristics such as height, *massing*, and roof lines.

c) Principal buildings *shall* be oriented towards the street. Where possible, garage doors *shall* be *encouraged* to be oriented to the side yards. If oriented towards the front yard, they *shall* be recessed from the front wall of the building.

d) The lotting pattern *shall* provide a diversity of *lot* sizes and configuration across North Aldershot.

e) Regrading will be prohibited within three (3) m of the rear property boundary.

10.4.1(3) CLUSTER RESIDENTIAL

a) In addition to the uses permitted in the Detached Residential designation, this designation permits cluster residential *development* which is defined as a group of *dwelling units* which *may* be free-standing or attached to other *dwelling units* to a maximum of six (6) attached units in any one building. The intent is to provide siting flexibility to maximize areas of open space and to take advantage of site conditions such as natural topography and existing vegetation, as well as to minimize obstruction of landscape views from public roads.

b) Cluster residential *development shall* be subject to the policies in Subsections 10.3.2, 10.3.3 and 10.4.1(2), where applicable, of this Plan.

c) New buildings *shall* be *encouraged* to be *compatible* with the surrounding settlement pattern in terms of the visual impact to the open landscape setting.

d) To the maximum extent possible, garage doors oriented toward the front of the house *shall* have the same setback as the front wall of the building.

e) Landscape buffers *shall* be maintained and enhanced to screen the visual impact from existing settled areas.

f) Outdoor parking *shall* be screened with landscape buffers.

g) Regrading *shall* be prohibited within three (3) m of the rear property boundary.

h) The visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography.

i) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

10.4.2 NORTH ALDERSHOT OFFICE

a) Permitted uses *shall* be *offices* and accessory uses to *offices.*

b) Maximum impervious surface is not to exceed sixty (60) percent of gross developable area, excluding The Environmental Protection Area and public roads, and subject to Subsection 10.3.2 f) of this Plan.

c) Maximum building height *shall* not exceed three storeys and *shall* not extend above the *tree* canopy.

d) *Massing* and roof line of buildings *shall* be *encouraged* to be *compatible* with the existing settlement pattern and maximize views to Sassafras Woods.

e) No outside storage of goods or materials is permitted.

f) The setback along Waterdown Road *shall* be *compatible* with the existing settlement pattern.

g) The visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography.

h) Parking areas *should* be screened with dense, hardy native plant material that creates an effective visual barrier from existing homes and generally from Waterdown Road and the North Service Road. Within the parking lot, buffer islands *shall* be employed to screen more than four rows of cars.

i) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

10.4.2(1) AREA-SPECIFIC POLICY

a) **1240, 1246, 1252, 1258, 1264 & 1270 Waterdown Road and 29 & 57 Panin Road:** The lands located on the west side of Waterdown Road, north of Highway No. 403 and south of the westbound Highway No. 403 on-ramp, and identified as 1240, 1246, 1252, 1258, 1264 & 1270 Waterdown Road and 29

& 57 Panin Road, are generally constrained by the configuration of the highway interchange. There are challenges with respect to the future *development* and *intensification* of these lands for residential uses in terms of *compatibility* and the functionality of the interchange. These lands are intended to transition from the primarily residential uses that are *existing* at the time of approval of this Plan, to limited low *intensity* and low traffic-generating *office* and *industrial* uses, and *shall* be subject to the following policies:

(i) Notwithstanding Subsection 10.4.2 a) of this Plan, the following uses *may* be permitted:

a. *existing* single-detached *dwellings,* and minor additions to *existing* single-detached *dwellings*;

b. *accessory* buildings or structures to *existing* single-detached dwellings, excluding *secondary dwelling units*;

c. *office* and *service commercial* uses, excluding medical *offices*, within *existing* single-detached *dwellings;* and

d. limited *office* and *industrial* uses, excluding residential, retail and *service commercial* uses, and medical *offices*, *may* be permitted only through a site-specific Zoning By-law Amendment, and subject to the fulfilment of the following criteria:

i. complete assembly of the lands described as 1240, 1246, 1252, 1258, 1264 & 1270 Waterdown Road and 29 & 57 Panin Road, unless a partial assembly can occur without generating land use and functional impacts and without compromising the future assembly of all the lands;

ii. submission and implementation of a transportation study to the satisfaction of the *City* and the Province, addressing the co-ordination and consolidation of transportation access points; and demonstration that the proposed use(s) are sufficiently low traffic generating with respect to any potential impacts on the functionality of the interchange; and

iii. notwithstanding Subsection 10.4.2 c) of this Plan, a maximum building height of two (2) storeys is permitted; or alternatively, three (3) storeys *may* be permitted, subject to the submission and implementation of a viewshed study to the satisfaction of the *City*.

10.4.3 ENVIRONMENTAL PROTECTION AREA

a) Lands designated on Schedule K: Land Use - North Aldershot, of this Plan as Environmental Protection Ar*ea shall* meet one or more of the following criteria:

(i) Environmentally Sensitive Areas;

(ii) *significant creeks and streams* and their associated valleys including areas regulated by Conservation Halton pursuant to its Regulations, woodlots, hazard lands and areas of *wildlife habitat* which are identified as *significant* based on specific research and studies;

(iii) natural Escarpment features;

(iv) *Areas of Natural and Scientific Interest*;

(v) Provincially and Regionally *Significant wetlands*;

(vi) land below the staked top of bank or in ill-defined areas, as agreed to with the *City* and Conservation Halton;

(vii) land that is publicly owned and used for open space and/or conservation purposes;

(viii) *buffer* areas that are established in accordance with Section 10.3.2 f) of this Plan*;* and

(ix) other areas of important natural and landscape interest.

b) The following uses *may* be permitted in the Environmental Protection designation:

(i) existing *agricultural operations* within the Environmental Protection designation *shall* be recognized and can continue. In interpreting the extent of existing *agricultural operations*, the history of such operations will be taken into consideration as well as any role the Environmental Protection features or functions *may* play in complementing the *farming* activity. The intent of the Environmental Protection designation on an active farm is not meant to restrict the operation nor to reduce the economic viability of the operation. If requested by the owner, the *City shall*, in consultation with the Region of Halton and the appropriate *public authorities* as necessary, undertake a site specific evaluation of the effective boundaries of the Environmental Protection designation on the property as they apply to the existing *agricultural operation*;

(ii) legally *existing uses*;

(iii) single detached dwellings on existing *lots* created in accordance with the provisions of Section 50 of The Planning Act;

(iv) *non-intensive recreation uses* such as nature viewing and pedestrian trails, only on publicly owned land;

(v) *forest, wildlife and fisheries management*;

(vi) archaeological activities;

(vii) *essential* transportation and *utility* facilities;

(viii) *accessory buildings*, *structures* and facilities and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(ix) *accessory uses* and site modifications to accommodate them, provided the *negative impacts* on the *natural environment* are minimal;

(x) *accessory* uses associated with an elementary school;

(xi) *essential watershed management* and flood control projects carried out or supervised by a *public authority*; and

(xii) *non-intensive recreation uses shall* be permitted only when natural features are *preserved* to the maximum possible degree; building and structures are minor in scale; and there is no or minimal parking provided on site.

c) Notwithstanding the provisions of Subsection 10.4.3 b) of this Plan, no *development shall* be allowed within the portions of the Environmental Protection designation containing: *Provincially Significant Wetland*s as identified through the Ministry of Natural Resources in accordance with Provincial policy, or areas regulated by Conservation Halton, unless permission has been received by Conservation Halton.

d) The proponent of any *development* of lands within the Environmental Protection designation *may* be required to prepare an Environmental Impact Assessment (EIA) subject to the Environmental Impact Assessment policies of Subsection 4.2.4 of this Plan, if the *development* would *negatively impact* the environment. Detached dwellings proposed for existing vacant *lots* and *agricultural* related uses such as barns and sheds would be exempt from this policy, although they *may* still be subject to the Regulations of Conservation Halton. An EIA is required for large-scale *agricultural* related uses such as secondary processing facilities.

e) The precise boundaries of the Environmental Protection Area *shall* be determined in conjunction with Regional Official Plan policies. Specific policies for the Environmental Protection Area are:

(i) the alteration of the physical and/or biological features *shall* be restricted;

(ii) with the exception of a detached dwelling or *agricultural* use, the proponent of any *development*, including public works, inside or within sixty (60) m of the Environmental Protection Area *shall* prepare an Environmental Impact Assessment (EIA); and

(iii) the alteration of any condition or land use that may affect the Environmental Protection Area *shall* be subject to approval of the appropriate authority, based on site plans submitted by, and agreements entered into, with the developer.

f) Property owners and government and other agencies are *encouraged* to enter into voluntary agreements regarding the protection of natural features.

g) The retention in private ownership of lands designated in Environmental Protection Areas which are not defined as creeks, associated valleys, *The* Environmental Protection Area and required *buffers* and which contain significant natural features *shall* be *encouraged* rather than the dedication of such lands to the *City* or the purchase of lands by the *City.*

h) Where retention by private landowners is not feasible or desirable, the dedication of natural features to the municipality *shall* be *encouraged*. The dedication of these lands *shall* not be considered as a fulfilment of parkland dedication requirements unless they provide needed passive or trail recreational activities.

i) The purchase of lands with significant natural features *shall* only take place in limited circumstances.

j) The policies of this section are to be read in conjunction with the storm water management objectives and policies contained in Subsection 4.4.2(2) of this Plan.

k) Private *development* on creek lands *shall* be prohibited except in accordance with the policies l) to u) below and only as approved by Conservation Halton.

l) Uses permitted on creek lands and associated valleys *may* include: *non-intensive recreation uses; essential* public *utilities* and services, flood and erosion control facilities; and *watershed management* works.

m) The precise limits of creeks, associated valleys and *buffers shall* be determined by the *City*, in conjunction with Conservation Halton.

n) New *development* adjacent to creeks, associated valleys and *buffers shall* be subject to a setback from these features.

o) The placement of fill and grading of lands in creeks and associated valleys *shall* be subject to the regulations administered by Conservation Halton.

p) As part of the *development* approval process, the dedication of creeks, associated *valleylands* and fifteen (15) or seven and a half (7.5) m buffers to the *City* or Conservation Halton *shall* be required. Such dedication *shall* not be considered part of the parkland dedication requirements.

q) In order to ensure *sustainable* environmental management, the *City* and/or Conservation Halton, in consultation with private landowners, *shall* develop a management plan for lands designated Environmental Protection Area with particular emphasis on the enhancement and restoration of degraded areas.

r) A *buffer* area adjacent to the Grindstone Creek Valley Environmentally Sensitive Area and Sassafras Woods Environmentally Sensitive Area *shall* be established in accordance with Section 10.3.2 (f) of this Plan.

s) The Environmentally Sensitive Area *buffer shall* be dedicated to the *City* or Conservation Halton or else suitable arrangements *shall* be made for land stewardship under private ownership through a formal arrangement with an accredited agency. Precise *buffer* widths *shall* be established through the completion of an Environmental Impact Assessment (EIA).

t) The *buffers* established in accordance with Section 10.3.2 f), of this Plan *shall* be dedicated to the *City* or Conservation Halton adjacent to staked tops of bank or in ill-defined areas, as agreed to with the *City* and Conservation Halton.

u) A detailed Environmental Implementation Report to the satisfaction of the *City,* the Region of Halton, the Ministry of Natural Resources and Conservation Halton, *shall* be submitted prior to any *tree* removal, grading or construction and prior to the final approval of any *development application* in the North Aldershot Central Sector. The Environmental Implementation Report *shall* include the following components:

(i) a *tree* survey and preservation plan;

(ii) mitigation and restoration measures; and

(iii) overall grading plan and *lot* grading plans.

10.4.4 NORTH ALDERSHOT COMMERCIAL

a) Permitted uses *shall* consist of smaller scale retail, *service commercial* and personal service uses; financial institutions and services; *offices*; standard restaurants, *recreation, entertainment* and *public service facilities* such as libraries and day care centres. Residential use is not permitted.

b) Zoning By-law regulations *shall* be based on the following factors:

(i) the maximum *floor area ratio* of *development* at any site *shall* be 0.3;

(ii) the maximum height of permanent *structures shall* be two storeys and eight (8) m, to ensure views into North Aldershot are not obstructed;

(iii) the zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development intensity* at every location based on, but not restricted to, site-specific factors that *may* include traffic, land use *compatibility*, market impact, environmental and other factors.

c) Building design *shall* provide a *gateway* appearance into North Aldershot that conveys an open space, lower density appearance.

d) Building setback along Plains Road *shall* be *compatible* with the existing settlement pattern and front building elevations *shall* be oriented toward the street.

e) *Massing* and building roof lines *shall* be *compatible* with the existing settlement pattern and maximize views to the Niagara Escarpment.

f) Parking areas *shall* contain dense, hardy native plant material along *lot* lines to create an effective visual barrier.

g) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

h) The number and location of access points to Plains Road *shall* be limited to minimize disruption to traffic flows.

i) Off-street parking areas, loading areas and service areas *shall* be screened and landscaped.

j) Loading and service areas *shall* be located to avoid conflict between pedestrian and vehicular traffic and away from adjacent residential areas.

k) Outdoor storage areas *shall* be fenced and/or screened.

l) Commercial *development* in the Bridgeview Community *shall* occur on full urban services, as such services are determined by the Region of Halton Official Plan.

m) **1410 to 1424 Plains Road West:** Notwithstanding Subsection 10.4.4 b) (i) of this Plan, for the properties located on the west side of Plains Road West opposite Oakdale Avenue, identified as 1410 to 1424 Plains Road West, a maximum *floor area ratio* of 0.45:1 *may* be permitted.

10.4.5 PARKWAY BELT WEST

a) These lands are subject to the provisions of the Parkway Belt West Plan, 1978.

b) The Parkway Belt West Plan designates the Grindstone Creek Valley, two Electric Power Facilities and two Utility Corridors as Public Use Area within North Aldershot. The purpose of the linear *utility* corridors is to provide for existing and future inter-regional linear facilities. One Utility Corridor, of approximately thirty (30) m in width, is located south of Flatt Road and adjacent and north of the Hydro Electric corridor (Mount Hope Transmission Line). The type of future *utilities* and the timing of their installation have not been determined. Until the Province makes a final determination of the use of this corridor, the policies of the Parkway Belt West Plan *shall* be used to guide land use activity in the area. No use of the corridor *shall* be permitted without the approval of the Ministry of Municipal Affairs and Housing or other authorized approving agencies. All of these lands remain subject to the Land Use Regulations of The Parkway Belt Planning and *Development* Act.

c) All other lands in North Aldershot are subject to municipal zoning, brought into effect in 1995 and 2008.

10.4.6 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule K: Land Use– North Aldershot includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies of this Plan respecting the Mineral Aggregate Resource Extraction Area designation are contained in Section 4.10, Mineral Aggregate Resources, of this Plan.

The following objectives and policies apply specifically to the Mineral Aggregate Extraction Area designation in North Aldershot. Where there is a conflict between the policies set out in this section of the Plan and the policies in Section 4.10 of this Plan, the policies in Section 4.10 *shall* prevail, with the exception of subsection 10.4.6(2) (x) which permits a brick manufacturing plant.

10.4.6(1) OBJECTIVES

a) To protect legally existing *pits* and *quarries* and new or expanded licensed aggregate operations from incompatible land uses.

b) To minimize the adverse impact of mineral resource extraction on abutting land uses.

c) To ensure the progressive *rehabilitation* of *pits* and *quarries* to an appropriate after-use within the time frame of the license.

10.4.6(2) POLICIES

a) The following uses *may* be permitted:

(i) *agricultural operations* including *accessory* buildings, structures and facilities;

(ii) legally *existing uses*;

(iii) *mineral aggregate operations* licensed pursuant to and in compliance with The Aggregate Resources Act;

(iv) forest, fisheries and wildlife management;

(v) archaeological activities;

(vi) *non-intensive recreation uses* such as nature viewing and pedestrian trail activities;

(vii) *essential utility* and transportation facilities;

(viii) *accessory buildings* and facilities normally associated with the *mineral aggregate operation,* such as small scale *offices*, or crushing and washing facilities; but excluding asphalt plants, concrete plants, brick manufacturing plants and other similar uses;

(ix) *accessory* uses and site modifications to accommodate them, provided the *negative impact* on the *natural environment* is minimal;

(x) notwithstanding the other policies of this Plan, a brick manufacturing plant, provided the greater part of the materials used come from the licensed area.

b) In conjunction with the Provincial and Regional regulations, the *City shall* regulate the operation of *pits* or *quarries* to minimize adverse impacts on surrounding land uses and the Escarpment environment.

c) In conjunction with the Provincial and Regional regulations, the *City shall* regulate *pits* and *quarries* and *accessory* operations to ensure that environmental pollution is minimized, consistent with standards laid down in pertinent legislation and municipal regulations.

d) The *City shall* support the undertaking of hydrogeological studies in accordance with Provincial legislation and policies of the Region of Halton and Conservation Halton to ensure that surface and ground water resources are protected from the *negative impacts* of mineral resource extraction.

e) The *City shall* consider mineral resource extraction areas as an *interim land use* and require their progressive *rehabilitation* for an appropriate after-use.

f) Where *rehabilitation* is being undertaken by reforestation, the after-use *shall* aim to re-establish a functioning *ecosystem* similar in condition to the natural *ecosystem* in the region.

10.4.7 RECREATION/OPEN SPACE

a) The following uses *may* be permitted in the Recreation/Open Space designation:

(i) parks and open space;

(ii) outdoor *non-intensive recreation uses*; and

(iii) *golf courses* and associated buildings and *structures* in accordance with subsection 10.4.7 f), of this Plan.

b) Buildings and *structures* associated with recreational use *shall* be minor in scale and located in a manner that will secure the open space character of the surrounding area.

c) *Tree* stands, hedgerows, and orchards *shall* be *preserved*.

d) The impact of recreational uses on adjacent *agricultural uses shall* be kept to a minimum, through the preparation by the proponent of an Agricultural Impact Assessment (AIA) to the satisfaction of the Region of Halton.

e) Only private water and waste water systems are allowed for any *recreation* use. If a proposed *recreation use* involves significant taking of ground or surface water, the proponent must demonstrate, through a detailed study and to the satisfaction of the Region of Halton in accordance with the approved Regional Guidelines, the Ministry of the Environment, Conservation Halton and the Department of Fisheries and Oceans where appropriate, that the water resource in the general area will not be adversely affected.

f) Prior to an amendment being contemplated to permit a new or expanded *golf course*, including *accessory uses* to the *golf course* operation, supporting studies and plans *shall* be required. These studies *shall* include, but *shall* not be limited to, the following:

(i) Planning Justification Study and market evaluation;

(ii) draft site plans including cross sections;

(iii) water quality, water budget and conservation plan;

(iv) where adjacent or abutting lands in the Environmental Protection Area, a plan for enhancement to the natural lands.

10.4.8 NORTH ALDERSHOT SPECIAL STUDY AREA

a) To define land that *shall* remain undeveloped until necessary studies and other municipal requirements are met.

b) *Development* of North Aldershot Special Study areas *shall* not occur until the following steps have been completed:

(i) the following technical studies, as identified in the North Aldershot Inter-Agency Review Secondary Plan 1994, *shall* be completed for the area affected by the *development* proposal:

a. Environmental Evaluation;

b. Sub-watershed management Plan;

c. Financial Impact Analysis;

d. Private Water & Wastewater Serving Plan;

e. Transportation Study;

f. Community Services and Facilities Needs Assessment; and

g. Cultural heritage Conservation Study.

(ii) the proposed *development shall* be screened against the Planning Principles and Evaluation Criteria outlined in the North Aldershot Inter-Agency Review Secondary Plan 1994;

(iii) based on the outcomes of the technical studies, and evaluation in (i) and (ii) above, Sub-Area maps and policies *shall* be developed for the affected North Aldershot Special Study Area land. These maps and policies *shall*:

a. refine the boundaries of the Sub-Area;

b. identify landscape features, slopes, remnant vegetation, and significant views to be *preserved*;

c. describe the existing *development* and land form character of the Sub-Area;

d. specify the form and *intensity* of new *development* to be permitted; and

e. identify areas of site plan or building envelope control.

(iv) the new Sub-Area policies and mapping *shall* be incorporated within this Plan via an Official Plan Amendment;

(v) residential, *institutional* or *recreation* uses *may* be considered as future uses within areas designated North Aldershot Special Study Area, subject to adherence to the above policies and the policies contained in each designation;

(vi) the affected area *shall* be re-designated and zoned to the appropriate North Aldershot residential, open space or recreational Official Plan designation and zoning. *Cemeteries may* include related facilities and structures; however, *crematoria* are permitted only if they are located in accordance with Provincial Land Use Compatibility Guidelines.

c) Notwithstanding Subsection 10.3.2 c) of this Plan, the *following interim land uses may* be permitted in the North Aldershot Special Study Area designation:

(i) all *existing uses*, buildings or structures;

(ii) a *home occupation* in an existing single-detached dwelling; or

(iii) an *agricultural* or *farming* use.

d) All land designated North Aldershot Special Study Area *shall* develop on private services (wells and septic systems), as specified in Subsection 10.7.3 of this Plan.

e) The proponent of *development* proposed within the vicinity (as determined in consultation with Provincial guidelines) of lands designated "Mineral Resource Extraction Area" *shall* be required to undertake an analysis demonstrating *compatibility* with existing and proposed mineral resource extraction and processing activities by undertaking the appropriate studies in accordance with Provincial Land Use Compatibility guidelines, as identified by the *City* and the Region. The conclusions of this analysis *shall* be incorporated into the Sub-Area maps and policies identified in Subsection 10.4.8 b) (iii) above.

10.5 SUB-AREA POLICIES

10.5.1 AREA POLICIES – CENTRAL SECTOR

The purpose of this section is to establish goals, objectives and policies to guide further *development* of the Central Sector of North Aldershot.

The Central Sector is characterized by a rolling topography which slopes southerly from the Niagara Escarpment. The land is bisected by a number of valleys and associated streams which flow from north-west to south-east from the Escarpment to Burlington Bay. The largest of these *watercourses* is the Grindstone Creek located on the western edge of the subject lands. The creek occupies a valley which in some locations is up to fifty (50) m deep. The *valley lands* contain a significant amount of natural vegetation. Most land not located in valleys has been cleared in the past and used at one time or another for *agricultural* purposes. Some lands are still used for this purpose.

With the exception of two small subdivisions, settlement has occurred on roads of long standing on an individual *lot* basis over many decades. The *lot* pattern is irregular and *lot* sizes vary from one half acre in size to many acres.

The goal of the policies for the Central Sector of North Aldershot is to permit further *development* on the basis that the subject lands are outside of the city's Urban Area and that the location and *intensity* of *development shall* be determined by *compatibility* with the existing character, landscape and environment.

Various technical studies identified in the North Aldershot Inter-Agency Review were completed for the lands within the Central Sector. The studies confirmed the *development* potential for eleven areas within the Central Sector, which are described as Sub-Areas.

a) The Sub-Areas are identified on Schedule L: North Aldershot Central Sector Sub-Area Key Map, which forms part of this Plan. Each map identifies the characteristics and features and proposed road locations which will influence the location, distribution and *intensity* of *development* on a particular Sub-Area. Each proposal for *development shall* integrate with the characteristics and features and proposed public and private road locations shown in the Sub-Area Maps and policies to the maximum extent possible. The following policies *should* be read in conjunction with Schedules L-1 to L-11, the Sub-Area maps, of this Plan. The natural features on Schedules L-1 to L-11 are shown for illustrative purposes only. The precise location, extent and significance of the natural features will be determined in accordance with Subsection 10.4.3 of this Plan. In addition to the above, the following policies in subsection 10.5.1 must be read in conjunction with all other relevant

sections of this Plan, in particular subsections 10.2, 10.3.2 a) and 10.3.2 f). The policies in subection 10.5.1 that establish the number of permitted *dwelling units* in a sub-area and which set out that certain sub-areas *may* develop on full municipal services are subject to review by the Region of Halton through its *municipal comprehensive review* to ensure conformity with the Provincial Growth Plan.

b) Notwithstanding the above, road access from Flatt Road to Sub-Areas #9 and #10 is constrained by the Utility Corridor. Thus, the access and locations of roads within these Sub-Areas as shown on Schedule L-C9 and L-C10 are conceptual in nature. Prior to draft subdivision plan approval for any lands in these Sub-Areas, road access and locations southerly to Panin Road *may* be considered without amendments to this Plan. Such road proposals will provide an appropriate level of analysis to demonstrate that the policies of the Official Plan are met and that the roads will function in a safe and effective manner. Any use of the Utility Corridor is not permitted without the approval of the Ministry of Municipal Affairs and Housing or other authorized approving agencies. If any such approval is granted, it will not require an amendment to this Plan.

c) A maximum number of units in addition to existing *dwelling units* is indicated in those Sub-Areas which permit detached dwellings and/or cluster dwellings.

d) Maximum impervious surface for any residential Sub-Area cannot exceed twenty-five (25) percent.

e) New *development should* not be evenly distributed across the Central Sector.

f) Site design and *development shall* integrate with the existing topography to maximize the preservation of significant existing *trees*, steep slopes (greater than fifteen (15) percent) and existing drainage patterns.

10.5.1(1) SUB-AREA #1 - HORNING ROAD (SCHEDULE L-1)

This Sub-Area, which includes Horning Road, abuts the mature *forest*s of the Grindstone Creek Valley at the northern end of the Central Sector. The Valley forms the western boundary of the Sub-Area, the north and east boundaries are defined by existing residential *development*. The southern edge generally follows *valley lands* included in the environmental protection area. Access is from Horning Road. The Sub-Area can be considered in two sections: north and south.

The northern section includes the existing Horning Road, a short residential street that branches off Waterdown Road. Horning Road is lined with modest single family homes on large *lots.* The homes are generally one to one and a half storeys in height, and are set in mature gardens under a canopy of *trees.* An historic

homestead is nestled into the edge of the Grindstone Creek valley at the elbow of the road. From the north end of Horning Road and from the existing residences, there are prominent viewsheds to Hamilton and Burlington Bay.

The south section of the Sub-Area is separated from the northern section by a wooded valley and cleared *utility* corridors. The south and east sides of this sub-area are bordered by a mature wooded valley system. An existing trail along the rim of the Grindstone Creek Valley links the north and south portions of the Sub-Area. The south section is undeveloped consisting of a relatively flat plateau, incised with drainage corridors. The plateau is contained by steep slopes and remnant vegetation that include a scotch pine plantation, fruit *trees* and successional areas. Because the general gradient of the land drops to the south-west, there are prominent views to Burlington Bay, the Burlington Skyway Bridge and Lake Ontario. Views to the north-east and the brow of the Niagara Escarpment are also present.

a) Detached residential to a maximum of forty-four (44) units is permitted.

b) A servicing easement for water and wastewater service *may* be extended north to Sub-Area #1 from Sub-Area #6. The nature of these services *shall* minimize the disturbance to existing vegetation, slopes and drainage channels.

c) Water and sewer service *may* be provided from Waterdown Road along the new Horning Road right-of-way.

d) Road A on Schedule L-1 *shall* extend southward and *shall* observe the Environmental Protection Area buffer area along the Grindstone Creek Valley. The construction of this road *shall* be contingent upon the prevention of negative impacts on the adjacent Environmental Protection Area.

e) The existing road will remain in its current location to provide access and minimize disturbance to the existing homes.

f) Vehicular access *may* not connect to other Sub-Areas.

g) Site design *should* be *encouraged* to minimize the visual impact of new *development* from surrounding residences.

h) Remnant vegetation, including successional vegetation is *encouraged* to be protected to the maximum extent possible.

i) The degraded valley feature between Sub-Areas 1 and 6 *should* be *rehabilitated*.

j) Building Envelope Control *shall* be imposed on *lots* south of the TransCanada Pipeline Easement in order to facilitate key views and to provide some

staggering of building setbacks to achieve an improved streetscape. Site Plan Control *shall* be imposed on two *lots* on the east side of this Sub-Area to protect the existing drainage feature.

10.5.1(2) SUB-AREA #2A AND 2B - WATERDOWN ROAD CORRIDOR (NORTH OF FLATT ROAD) (SCHEDULES L-2A AND L-2B)

Sub-Area #2 includes the Waterdown Road corridor north of Flatt Road. The steep winding roadway is lined by rural residential homes in an open landscape setting. This relationship is the *essential* character of the Central Sector experienced by most people.

In the south eastern section of the Sub-Area, the houses lining Waterdown Road are modest brick and wood *structures*, one to one and a half storeys in height and set on relatively narrow *lots* with mature *trees* and gardens. The housing sites are located on a narrow plateau between the edge of the Sassafras Woods and Waterdown Road. Mature *trees* and gardens are associated with the homes and views penetrate between the buildings to natural landscape beyond. The valley behind the houses is deeply incised.

The northern and eastern edges of the Sub-Area are developed with detached homes in a gently rolling landscape. Small cul-de-sac streets branching from Waterdown Road provide access to these internal clusters of houses. The Sub-Area extends north to Mountain Brow Road, where the dramatic rise in topography leads to the brow of the Niagara Escarpment.

In the south-western section of the Sub-Area, the south-sloping gradient provides dramatic views from Waterdown Road of the Burlington Bay, Lake Ontario and the natural setting; including the gently rolling fields, wooded valley features, and discrete clusters of houses.

The western edge of this area is defined by a mature wooded valley feature. The Sub-Area ends at Flatt Road where Sassafras Woods is a dominant landscape feature.

a) Infill residential and detached residential is permitted. Detached residential *shall* not exceed forty-two (42) units.

b) On Schedule L-2b, Road C intersects with Waterdown Road in the southern section of the Sub-Area. Road D on Schedule L-2b intersects with Road C and provides access to the *development* area in the south-west corner of the Sub-Area.

c) Road E on Schedule L-2a permits access from Waterdown Road to Sub-area 3. Access to the infill property (south of Ireson Road) *shall* be from Waterdown Road along the current driveway alignment for that property.

d) Sub-Area #2 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted. A servicing easement *shall* link the Road D on Schedule L-2b easement to Flatt Road.

e) Key viewsheds from Waterdown Road to Lake Ontario, Hamilton Harbour and the Brow of the Escarpment *shall* be *preserved*.

f) Infill houses along Waterdown Road *shall* face Waterdown Road.

g) The row of vegetation associated with the old farm laneway south of Road C and the drainage corridor to the south of Road C and west of Road D *shall* be *encouraged* to be *preserved*.

h) The existing drainage feature east of Woodview School *shall* be *preserved* and the natural vegetation pattern restored.

i) Remnant vegetation, including existing mature *trees* is *encouraged* to be *preserved*.

j) Building Envelope Control *shall* be imposed on *lots* west of Road D to protect views by ensuring that buildings are placed to accommodate a larger side yard on every other *lot*.

k) Site Plan Control *shall* be imposed on *lots* at the intersection of Road D and Road C, and on the infill *lots* along Waterdown Road to the east of Road D to protect views of the ravine areas to the west and existing landscape features including vegetation.

10.5.1(3) SUB-AREA #3 - EAST OF WATERDOWN ROAD (SCHEDULE L-3)

This Sub-Area consists primarily of an open hay field, sloping gradually from north to south. Views from the north extend over open fields to the *forest*ed areas of the Sassafras Woods and Burlington Bay. From both Waterdown Road and Old Waterdown Road there are filtered views into the site.

The north-western portion of the site is adjacent to Waterdown Road. A *tree*-lined lane provides access from Waterdown Road to two existing houses at the north end of the property, they include a one and a half storey brick dwelling set in a mature garden and a traditional two storey brick dwelling sited prominently on a rise of land at the northern end. Views from this location are uninterrupted, extending south across Sassafras Woods to Burlington Bay.

A third single-storey home is located at the south-west end of the Sub-Area. The eastern edge of the Sub-Area is defined by a deeply incised valley feature that links with the Sassafras Woods. The western edge of the Sub-Area is defined by the existing settlement pattern associated with Waterdown Road: a variety of housing styles, graciously spaced, and set amongst scattered mature *trees*.

a) Detached residential to maximum of twenty (20) units is permitted.

b) Road E from Waterdown Road *shall* follow the existing lane alignment; all houses within the Sub-Area *shall* be accessed by Road E on Schedule L-3.

c) Sub-Area # 3 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted. A servicing easement *may* be required to link the Road E sewer to the Waterdown Road sewer.

d) New houses *shall* be located along the edge of the wooded area to mitigate visual impacts from Old Waterdown Road and Waterdown Road.

e) House sites *shall* be sensitively integrated with existing settlement pattern.

f) The proposed house along Waterdown Road *shall* not impede the views from the north.

g) The remnant mature *trees* within the Sub-Area *shall* be protected and *preserved*, including the hedgerow adjacent to the entrance lane.

h) All of Sub-Area #3 *shall* be subject to Building Envelope Control to address views and streetscape issues.

10.5.1(4) SUB-AREA #4 - OLD WATERDOWN ROAD (SCHEDULE L-4)

The Sub-Area currently supports some ribbon *development* on the west side of Old Waterdown Road. The one and two storey wood and brick homes are discretely sited against the wooded valley edge. In the south end of the Sub-Area, Old Waterdown Road ends at Sassafras Woods. Views of the brow of the Niagara Escarpment and the houses on Rennick Road are visible from the north portion of Old Waterdown Road. Steep grades associated with a valley feature, and remnant vegetation, divide the Sub-Area in half. The east and south edges of the Sub-Area are defined by Sassafras Woods.

a) Infill residential is permitted.

b) The existing alignment of Old Waterdown Road *shall* provide access to all proposed houses.

c) No new *development shall* be permitted west of Old Waterdown Road.

d) The proposed houses and driveways must be constructed on the non-constrained areas of the site.

e) Site design *should* be *encouraged* to minimize the visual impact of new *development* from surrounding residences.

f) The existing remnant vegetation *shall* be *preserved* where possible.

g) The existing drainage corridor *shall* be *preserved* and the natural vegetation patterns restored.

h) The slopes associated with the adjacent valley features *shall* be *preserved* and naturalized.

i) Those portions of Sub-Area #4 east of Old Waterdown Road *shall* be subject to Building Envelope Control to protect existing vegetation and slopes.

10.5.1(5) SUB-AREA #5 - FLATT ROAD EXTENSION (SCHEDULE L-5)

This Sub-Area is generally located along Flatt Road Extension with its western edge along the Grindstone Creek Valley. It is characterized by the rolling topography associated with numerous drainage corridors, open fields and successional plant communities. Views within the Sub-Area penetrate into adjacent areas due to the degraded nature of the valleys and drainage channels. Panoramic views from Flatt Road Extension are important: north-east to the Niagara Escarpment and south to Hamilton and to the industry across the bay.

Four distinct plateaux are located in the Sub-Area. The Flatt Road Extension plateau is defined on both the east and west sides of the road by degraded drainage features. Steep slopes and mature vegetation define the plateau. Flatt Road Extension has a rural cross-section, narrow pavement and is lined with hedgerows and bisects the plateau. Two existing homes face the road; both are modest, brick, one and a half and two storey dwellings. The south-west plateau is also narrow, defined by valleys on the east and west sides. An historic two storey red brick Georgian farmhouse with a garden dominates this area. The west plateau extends to the edge of the Grindstone Creek Valley. The plateau is scattered with remnant vegetation, linking it visually with the adjacent wooded areas to the north. The northern plateau contains a handsome well-*preserved* historic homestead, accessed by a tree-lined lane. Mature *trees*, a remnant pear orchard, extensive lawn area and small *wetland* comprise the garden setting.

a) Detached residential to a maximum of fifty-two (52) units, and cluster residential to a maximum of thirty-six (36) units is permitted.

b) Sub-Area #5 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

c) Flatt Road Extension *shall* provide access to the proposed houses in the central plateau area. Road F on Schedule L-5 connects the west plateau area with Flatt Road Extension.

d) The existing laneway accessing the Quinn farmstead *shall* provide access to the north plateau and the existing homestead.

e) The *cultural heritage resources* designated pursuant to The Ontario Heritage Act *shall* be protected in accordance with that Act.

f) The proposed houses *shall* be sensitively integrated with the existing homestead buildings.

g) The remnant vegetation in the west plateau *shall* be *encouraged* to be *preserved*, restored, and integrated with the proposed houses.

h) The tributary and associated valley feature bisecting the Sub-Area *shall* be *preserved* and restored.

i) The significant *trees* and wooded areas *shall* be *encouraged* to be *preserved*.

j) New *lots* in the northern portion of the Sub-Area *shall* be subject to Building Envelope Control to protect existing vegetation. *Lots* north of Road F on Schedule L-5 which front onto Road F *shall* be subject to Building Envelope Control to protect existing vegetation.

k) Cluster units south of Road F *shall* be subject to Site Plan Control. One *lot* south of Road F on Schedule L-5 *shall* be subject to Site Plan Control to protect the existing drainage feature and facilitate compatible design with the existing heritage building.

10.5.1(6) SUB-AREA #6 - CENTRAL AREA (SCHEDULE L-6)

East of Flatt Road Extension, this Sub-Area is largely isolated from the existing settlement. Three of the four sides are defined by deeply incised wooded valley features. The valley on the west side has been degraded through *agricultural* activities. Views from Flatt Road Extension penetrate into this area. Most of the Sub-Area consists of a flat plateau. A mature hedgerow bisects the south portion of the Sub-Area and provides some screening of the plateau from the existing residences on Flatt Road Extension. The north section of the Sub-Area is characterized by small plateau areas bisected by steep slopes. Remnant vegetation dots the landscape. The north portion of the Sub-Area links the valley features to the east and west.

a) Cluster residential *development* to a maximum of one hundred and thirty-two (132) units is permitted.

b) Sub-Area #6 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

c) Access into the Sub-Area *shall* be from the Flatt Road Extension on Road F on Schedule L-6. Road F *shall* cross the valley feature east of the Flatt Road Extension once.

d) Housing clusters *shall* consist of two to six (2-6) units in accordance with the policies of Subsection 10.4.1(3) a) of this Plan.

e) Common driveways *shall* be used to reduce the extent of impermeable surfaces.

f) For cluster residential, landscape restoration areas *shall* be established between multi-unit buildings to integrate the *development* with the surrounding natural areas.

g) The existing hedgerow, partially bisecting the Sub-Area in a north-south direction, *shall* be protected and enhanced.

h) Mature *trees* north of Road F *shall* be *encouraged* to be protected and integrated with the proposed *development*.

i) Sub-Area #6 *shall* be subject to Site Plan Control.

10.5.1(7) SUB-AREA #7 - GRINDSTONE CREEK VALLEY/FLATT ROAD (SCHEDULE L-7)

This Sub-Area is located north of Flatt Road where it meets the Grindstone Creek Valley. The topography in this Sub-Area steadily falls from north to south. The Sub-Area is defined on the west side by the wooded edge of the valley, and on the east by a wooded ravine. An area of remnant vegetation adjacent to the east valley edge extends into the Sub-Area, providing a subtle spatial division within the Sub-Area.

A prominent knoll at the north-west corner can be seen all the way from Waterdown Road and provides a promontory for views to Burlington Bay and the surrounding rural landscape. The top of the knoll is covered with remnant vegetation, linking it visually and physically to the Grindstone Creek Valley.

a) Detached residential to a maximum of fifty-four (54) units is permitted.

b) The Sub-Area *shall* be accessed by Road H on Schedule L-7 from Flatt Road. The access road *shall* wind through the centre of the Sub-Area avoiding steep slopes and remnant vegetation.

c) Sub-Area #7 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

d) Buildings and roads *shall* not be constructed on the steep slopes.

e) The knoll at the north-west corner of Sub-Area *shall* be *preserved* as a prominent landscape feature. Buildings *shall* be constructed on the lower portions of the knoll because of its visual prominence.

f) Existing significant *trees* and wooded areas adjacent to the Environmental Protection Area buffer area *shall* be maintained and enhanced. Existing mature *trees* in the Sub-Area *shall* be retained.

g) The remnant vegetation on the top of the knoll *shall* be maintained. The remnant vegetation at the south-east corner of the Sub-Area *shall* be *preserved*.

h) Site Plan Control *shall* be imposed on the *lot* that includes the knoll to the west of Road H on Schedule L-7 to protect the slope and existing vegetation. Site Plan Control *shall* also be imposed on the *lots* that include the remnant vegetation and drainage feature on the east side of Road H.

i) Building Envelope Control *shall* be imposed on specified *lots* west of Road H on Schedule L-7 to facilitate key views and to provide some staggering of building setbacks to achieve an improved streetscape.

10.5.1(8) SUB-AREA #8 - FLATT ROAD/FLATT ROAD EXTENSION INTERSECTION (SCHEDULE L-8)

This small enclosed Sub-Area forms an intimate gateway feature at the intersection of the Flatt Road Extension and Flatt Road. The topography within the Sub-Area slopes to the south-west. The Sub-Area is defined on all but the south side by wooded valley features. The south edge of the Sub-Area is defined by Flatt Road with the existing one and two storey residences on the south side plus the landscape nursery and associated works yard. Flatt Road Extension bisects the Sub-Area.

a) Detached residential to a maximum of fifteen (15) units is permitted.

b) All access within the Sub-Area *shall* be from the existing roads including the Flatt Road Extension and Flatt Road.

c) Sub-Area #8 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

d) Proposed houses *shall* face Flatt Road Extension and Flatt Road and *shall* be compatible with the surrounding residential *development*. The orientation of the homes on the corner *lots shall* acknowledge both streets but must face Flatt Road.

e) Existing drainage patterns and vegetation *shall* where feasible be maintained to the maximum extent possible.

10.5.1(9) SUB-AREA #9 - SOUTH OF FLATT ROAD, WEST (SCHEDULE L-9)

This Sub-Area is located south of Flatt Road, north of Panin Road, adjacent to the

*forest*ed edge of the Grindstone Creek Valley. The land has a gentle steady slope from north to south. The northern edge is defined by the hydro corridor and the existing houses along Flatt Road. Two historic homes on the south side of Flatt Road are of special interest. And a very large home is located just south of the hydro corridor. The active nursery use dominates the visual character of the area. A north/south valley feature running through the nursery property has been lost due to filling and regrading. On the adjoining property to the south, the undisturbed portion of this ravine and *watercourse* continues through to Panin Road. Two gently sloping plateaux flank either side of the former valley. A wooded ravine and creek valley also forms the east edge of the Sub-Area. To the south-east, the Christian and Missionary Alliance building is set into the landscape. At the very south are existing homes with access from Panin Road, including a historic building.

a) Detached residential to a maximum of forty-eight (48) units is permitted.

b) Access shown on Schedule L-9, Sub-Area 9 to the north or the south, is conceptual only. Access is to be determined, as described in Subsection 10.5.1(9) b) of this Plan, prior to approval of any *development* applications in this Sub-Area.

c) Provision of access will include the consideration of emergency access to Panin Road.

d) Sub-Area #9 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

e) The proposed *development* must be sensitively integrated with the existing settlement pattern north of the Hydro corridor.

f) The degraded central ravine feature bisecting the Sub-Area, north south, *shall* be restored, the creek unearthed and the banks re-vegetated. The degraded zone in the valley to the east *shall* be restored.

g) One road crossing of the degraded central ravine *shall* be permitted.

10.5.1(10) SUB-AREA #10 - SOUTH OF FLATT ROAD, EAST (SCHEDULE L-10)

The land in this Sub-Area slopes gradually and evenly from north to south. A small cluster of modest one and two storey wood and brick homes line Flatt Road. From the hydro corridor, south to the existing hedgerow, views are limited and the land is scattered with remnant pear *trees*. The Sub-Area is divided by a small *wetland* feature and *forest*ed edge between the Taylor and Castiglione properties. The east and west edges of the Sub-Area are defined by wooded valleys. There are views in from Sub-Area 11. Existing vegetation provides a natural buffer between Highway

403/Panin Road and the *development* area in the south portion of the pod.

a) Detached residential to a maximum of sixty-two (62) units is permitted.

b) The northern section of the Sub-Area is accessed from Flatt Road.

c) Road access from Panin Road must be located to minimize regrading and disruption to the vegetation.

d) Sub-Area #10 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

e) A natural buffer exists between Highway 403, Panin Road and the *development* area in the south section of the Sub-Area. A visual separation *shall* be provided between the *development* and the transportation corridor.

f) One infill property *shall* be permitted in the northern section of the Sub-Area.

g) The Environmental Protection Area designation affecting the *lot* containing the existing home to the south of Flatt Road *shall* be taken as an easement for drainage purposes rather than a dedication.

h) Regard *shall* be given to the existing remnant hedgerow in the northern section of the Sub-Area and Site Plan Control *shall* be imposed on *lots* containing this hedgerow. The remnant pear *trees shall* be incorporated into the new *development* wherever possible.

i) The wooded area feature separating the north and south sections of the Sub-Area, *shall* be *preserved* and restored wherever possible.

j) Building Envelope Control *shall* be imposed on *lots* fronting on the south side of Road L on Schedule L-10 in order to protect existing vegetation.

10.5.1(11) SUB-AREA #11 - WATERDOWN ROAD/NORTH SERVICE ROAD INTERSECTION (SCHEDULE L-11)

Sub-Area #11 includes the Waterdown Road corridor south of Flatt Road. The Sub-Area is characterized by detached homes on moderate and large *lots* accessed directly or on short cul-de-sacs from Waterdown Road. The roads are lined with mature *trees* and landscape gardens. The eastern edge of the Sub-Area is enclosed by Sassafras Woods, views of which dominate the corner of the North Service Road and Waterdown Road, especially for people northbound from urban Burlington. The Sub-Area slopes toward the south. The western edge of the Sub-Area is defined by a wooded creek valley feature. The North Service Road and Highway 403 form the southern edge of the Sub-Area. Long views are possible

south to Burlington Bay from Waterdown Road. Views of Sub-Area 10 are possible from Nevarc Drive.

a) Infill residential use on the west side of Waterdown Road and North Aldershot Office use on the east side of Waterdown Road is permitted.

b) Sub-Area #11 *may* develop on full municipal services subject to satisfying the policies of the Regional Official Plan; in the interim, the creation of new lots on private services (wells and septic systems) is not permitted.

c) Infill houses on realigned Panin Road or Nevarc Road must face the road.

d) New houses must be compatible in character with the adjacent residences.

e) The prestige *office* area *shall* incorporate areas of landscape restoration to screen parking and to reduce the visual impact on Waterdown Road and Panin Road.

f) Site Plan Control *shall* apply to the *office development*.

g) The proposed *office* buildings *shall* be located adjacent to the existing valley edge; a ten (10) m setback from the *buffer* edge *shall* be incorporated.

h) A detailed visual assessment will be required for the prestige *office development* to determine the maximum geodetic elevations to protect views of the *Escarpment* brow and Sassafras Woods.

i) The parking *shall* be screened from adjacent residences by a vegetated landscape buffer.

j) The visual prominence of Sassafras Woods feature at the corner of the North Service Road and Waterdown Road *shall* be *preserved* as a gateway feature.

k) The degraded valley feature along the west edge of the Sub-Area *shall* be restored.

10.5.2 SUB-AREA POLICIES – EAST SECTOR

The purpose of this section is to establish goals, objectives and policies to guide further *development* of the East Sector of North Aldershot.

Various technical studies identified in the North Aldershot Inter-Agency Review must be completed for the lands within the East Sector. The studies must confirm the *development* potential for the East Sector and *should* identify possible areas for *development* within the East Sector, which are described as Sub-Areas. These Sub-Areas will be incorporated into this Plan by future amendment.

10.5.3 SUB-AREA POLICIES – WEST SECTOR

The purpose of this section is to establish goals, objectives and policies to guide

further *development* of the West Sector of North Aldershot.

Various technical studies identified in the North Aldershot Inter-Agency Review must be completed for the lands within the West Sector. The studies must confirm the *development* potential for the West Sector and *should* identify possible areas for *development* within the West Sector, which are described as Sub-Areas. These Sub-Areas will be incorporated into this Plan by future amendment.

10.6 NIAGARA ESCARPMENT PLAN

a) Schedule K: Land Use – North Aldershot, of this Plan, identifies lands designated as Greenlands (Escarpment Plan Area), and Escarpment Protection Area. The lands designated as Greenlands (Escarpment Plan Area) are subject to the Niagara Escarpment Plan policies for the Escarpment Natural Area, and the lands designated as Escarpment Protection Area are subject to the Niagara Escarpment Plan policies for the Escarpment Protection Area. The lands within these designations are also subject to Niagara Escarpment Development Control.

b) Notwithstanding Subsection 10.6 a) of this Plan, within the area identified as the North Aldershot Policy Area on Schedule K: Land Use - North Aldershot, of this Plan, *development may* only occur in accordance with Schedule L: North Aldershot Central Sector and related Sub-Area maps and policies of this Plan. These lands also are subject to Niagara Escarpment Development Control. In addition to the above, the policies of this Plan as they relate to the *City's* Natural Heritage System as shown on Schedule M: Natural Heritage System, of this Plan, *shall* also apply to lands that are subject to the Niagara Escarpment Plan in accordance with subsection 10.2, of this Plan.

c) Subject to the Permitted Uses and the Development Criteria of the Niagara Escarpment Plan, new *lots may* be created in accordance with the Sub-Area Policies of Subsections 10.5.1, 10.5.2 and 10.5.3 of this Plan to the extent that these policies do not conflict with the Provincial Plans.

10.7 IMPLEMENTATION

10.7.1 HOLDING ZONES

a) In North Aldershot, removal of an "H" (Holding) prefix *shall* depend on meeting the following:

(i) approval by the *City* of a subdivision or condominium plan in accordance with this Plan;

(ii) completion of a signed Site Plan Agreement if necessary;

(iii) signing of any other agreements with *public authorities*;

(iv) payment of any outstanding costs to *public authorities*;

(v) approval for access;

(vi) provision of adequate *infrastructure* and *community infrastructure* to the satisfaction of the City and the Region; and

(vii) completion of a signed Residential Development Agreement for cluster *development*.

10.7.2 SITE PLAN CONTROL

a) The *City shall* require site plan approval for *development* in accordance with *City* policy, and in addition on specified lands including single detached dwelling *development* on individual *lots* in accordance with Section 41 of The Planning Act, and any other applicable legislation.

b) Site plan control *shall* be used to protect landscape features, slopes, remnant vegetation or significant views. Lands affected by such site plan control are shown on Schedules L-1 to L-11**.** The *lots* and blocks subject to site plan control as generally indicated on the aforementioned maps will be identified at the time of draft approval. The *City shall* use the policies of this plan in assessing proposals for *development.*

c) The *City shall* require Building Envelope Control for *development* on specified lands. *Lots* subject to Building Envelope Control are identified in Schedules L-1 to L-11. Proposals for *development* on *lots* subject to building envelope control will be circulated to Conservation Halton for comment.

d) On those *lots* subject to Building Envelope Control, the building envelope and driveways will be located so as to avoid steep slopes and vegetation features identified in the Environmental Impact Assessment, and/or to provide view access and/or reduce visual impact of *dwelling unit*s on the *streetscape*. The specific use of Building Envelope Control will be as described in the Official

Plan Sub-Area policies outlined in Section 10.5, Sub-Area Policies, of this Plan. Building Envelope Control does not exempt *lots* or buildings from conforming to the Zoning by-Law.

10.7.3 INFRASTRUCTURE

a) In North Aldershot, *infrastructure* for any *development shall* be provided only if it satisfies the Urban (Water Supply and Wastewater Treatment) Services policies of the Regional Official Plan including subsections 89 and 139(3) and in particular those policies which prohibit private connections to existing and future trunk watermains, wastewater mains and water reservoirs situated outside the Urban Planning Area, except those which comply with relevant legislation or legally executed or binding agreements existing at the time of the adoption of the Region of Halton Official Plan.

b) In North Aldershot, the *development* pattern established in this Plan is based on the planning framework set out in the North Aldershot Inter-Agency Review Final Report (May 1994).

10.7.4 PLANS OF SUBDIVISION AND CONSENTS

a) In North Aldershot, subdivision of land *should* take place by plan of subdivision. Consents *shall* be permitted:

(i) for technical or legal purposes; or,

(ii) where the *City* is satisfied that the consent will not prejudice implementation of the Sub-Area plans outlined in Section 10.5 of this Plan and/or the ultimate subdivision of land; and

(iii) where the factors as set out in Subsection 12.1.12(4.1) d) of this Plan are met.

b) For lands subject to the Niagara Escarpment Plan and Development Control, *lot* creation is also subject to the policies of the applicable designations of the Niagara Escarpment Plan.

PUBLIC PARTICIPATION AND ENGAGEMENT

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PUBLIC PARTICIPATION AND ENGAGEMENT

The *City* has identified the critical importance of public involvement. In 2013 the *City* established an Engagement Charter and a Charter Action Plan with the aim of making public involvement a part of everyday practice within the City of Burlington.

The Burlington Community Engagement Charter is an agreement between and among Burlington *City* Council and the citizens of Burlington concerning citizen engagement with *City* government that establishes the commitments, responsibilities, and fundamental concepts of this relationship.

At the core of democratic government are two pillars that also form the basis of effective citizen engagement:

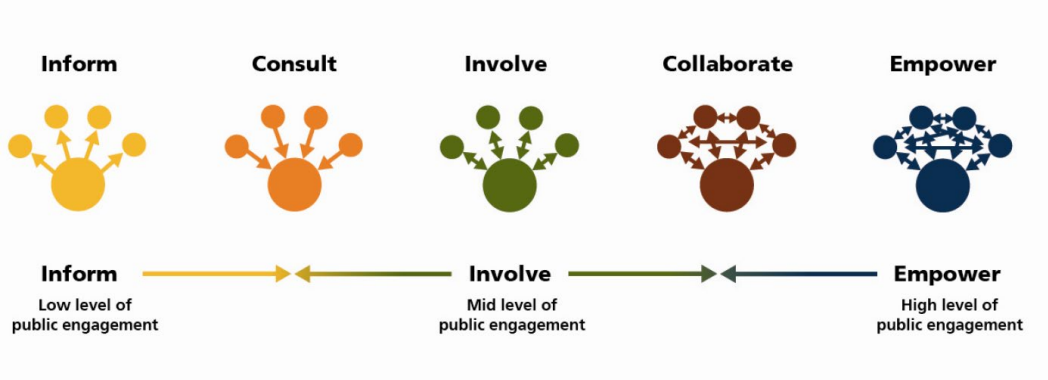
1. That government belongs to the citizens within its political boundaries; and
2. That the inhabitants of a city are citizens with the rights and responsibilities of citizenship based on justice, human rights, fundamental freedoms and rule of law.

Engaging people on issues that affect their lives and their city is a key component of democratic society. Public involvement encourages participation, actions and personal responsibility. One of the goals of community engagement is to lead to more informed and, therefore, better decision-making.

The Engagement Charter's over-arching objective is to enhance communications and access to information for citizens, and to facilitate and enable meaningful engagement.

The Strategic Plan 2015-2040 identified as one of its four strategic directions that the *City* will be an Engaging City. This means that community members are engaged, empowered, welcomed and well served by their *City*. This commitment to engagement is part of the daily activities at the *City* and in particular, is important in the planning and decision-making process.

The planning process is a cycle of policy and plan making, implementation and monitoring. Public engagement throughout this cycle is fundamental to decision making as a means of demonstrating accountability. The role of the public in any given planning process will depend upon the goals, timeframe, resources, audience, level of concern and the scale of the issue. The International Association for Public Participation (IAP2) Spectrum of Participation will be used in the *City's* community engagement activities.



Graphic 11-1. IAP2 Spectrum of Public Engagement.

The spectrum shows the increasing level of public impact progressing through the spectrum beginning with inform through to empower. The *City's* Engagement Charter makes commitments to support and provide active and meaningful engagement in the *City* using all elements of the spectrum, as appropriate. Mutual respect for citizens, staff and members of *City* Council is the basis for the development of constructive relationships and successful citizen engagement. The *City's* Engagement Charter provides more detailed information on the spectrum of public participation and a list of actions the *City* will implement to support citizen engagement.

11.1 PUBLIC AND AGENCY PARTICIPATION

The *City* will ensure that community members are engaged, welcomed and well-served by their *City*. The *City's* Strategic Plan 2015-2040 identifies actions to support sound decision-making processes. The *City* actively encourages and welcomes collaboration with residents and stakeholders in the decision-making process.

11.1.1 OBJECTIVES

a) To actively seek input of individuals, community and special interest groups, public boards, commissions and *public authorities* on planning and related matters.

b) To inform, consult, involve, collaborate, or empower, as appropriate, through effective consultation and engagement processes.

c) To ensure that the community goals are reflected in land use planning decision making, by encouraging public participation.

d) To explore, pilot and implement innovative tools and processes for engagement.

e) To demonstrate a commitment to accountable and transparent government by making data freely available to the public, helping ensure that the citizens, agencies and other stakeholders of the city are informed and engaged in an open and accessible government.

f) To commit to public consultation in keeping with the established and evolving legislative frameworks for land use decision making.

11.1.2 GENERAL POLICIES

a) The *City* will provide opportunities for public, agency and stakeholder input during:

(i) the review of this Plan, and the development of new policies;

(ii) monitoring of the effectiveness of the policies of this Plan;

(iii) the review of by-laws and the development of new regulations;

(iv) *development application* review processes, where applicable;

(v) the preparation and/or review of *area-specific planning* studies, *Community Improvement Project Plans* and other planning studies; and

(vi) any other planning or *development* situation where the *City* desires public involvement.

b) Opportunities for public, agency and stakeholder participation *shall* be in accordance with this Plan, The Planning Act, The Environmental Assessment Act, The Accessibility for Ontarians with Disabilities Act and other relevant legislation, policy and regulations.

c) The *City shall* engage with indigenous communities and coordinate on land use planning matters including *development applications* that may affect their interests.

d) Consultation will take place in a timely manner to ensure an accountable and transparent decision-making process on land use planning matters.

e) When preparing materials for public consumption, the *City* will ensure that graphics, legibility and presentation mediums *shall* be consistent with the *City*'s standards and the standards of The Accessibility for Ontarians with Disabilities Act.

f) The *City* is committed to communication in plain language on land use planning matters.

g) The *City* will provide responses to feedback received, including how feedback has been incorporated into the matter being addressed.

h) The *City* will engage in and support activities to improve community awareness on various matters addressed by the Official Plan.

i) The *City* will use community based participation to identify and incorporate community values into the planning and design of the public realm to create sociable places that attract people.

j) *City* Council *shall* establish a Committee of Council to conduct statutory public meetings pursuant to The Planning Act.

k) When a community meeting is held, the *City* will carefully consider venues for these events. The locations *shall* be consistent with the standards of The Accessibility for Ontarians with Disabilities Act and will include places that are accessible to a broad cross section of stakeholders including, but not limited to:

(i) gathering places such as community centres, libraries, galleries or other cultural facilities and recreational facilities such as arenas, pools or parks;

(ii) places of commerce such as malls and Downtown Burlington;

(iii) special events where people congregate, such as festivals, cultural events and *farmers markets*; and

(iv) where possible, geographically appropriate and convenient to the area of the city most impacted by the land use planning matter under consideration.

l) The *City* will employ appropriate tools and techniques that are consistent with the intended consultation and engagement goals of a given land use planning matter. Where the goal of the engagement is to:

(i) **INFORM**: the *City* will provide the public with balanced and objective information. Suitable tools and techniques include, but are not limited to, fact sheets, websites and open houses;

(ii) **CONSULT:** the *City* will obtain public feedback on analysis, alternatives and/or recommendations. Suitable tools and techniques include, but are not limited to, public comment sheets, surveys, focus groups, community meetings and statutory public meetings;

(iii) **INVOLVE:** the *City* will work directly with the public throughout the process to ensure public concerns and aspirations are consistently understood and considered. Tools and techniques suitable for

involving the public include, but are not limited to, workshops, digital engagement tools and deliberate polling;

(iv) **COLLABORATE:** the *City* will partner with the public and stakeholders in the decision making process, including the development of alternatives and the identification of the preferred solution. Tools and techniques suitable for collaborating with the public include, but are not limited to, citizen advisory committees, participatory decision making or consensus building processes;

(v) **EMPOWER:** the *City* will place final decision making power in the hands of the public, through utilizing tools and techniques suitable for empowering the public including, but not limited to, citizen juries, ballots, and Council delegated decisions. Decisions made under The Planning Act *shall* be made by the approval authority identified in the Act.

11.1.3 PROCEDURES

a) The procedure to inform and obtain public and agency input regarding a *development application*, where applicable, *shall* include the following steps:

(i) for a site-specific amendment to the Official Plan or Zoning By-law, a plan of subdivision or a consent, a sign *shall* be placed on the subject property by the applicant, indicating the basic details of the application. A site-specific amendment *may* involve a map designation change and/or policy change which applies to a block of land. The wording, design and placement of the sign is to be approved by the *City*;

(ii) the *City's* webpage *shall* contain details of the application, technical supporting materials, and meeting details. This page will be updated throughout the process;

(iii) the details of the *development application shall* be circulated for comments to all boards, commissions, agencies, advisory committees and associations that are considered to have an interest in the matter and a reasonable period given for comments;

(iv) a community meeting *may* be held to inform the community about a *development* proposal, the *development application* review process and a *development application*, and answer questions about the *development*;

(v) a preliminary notification of the application for amendment(s) to the Official Plan or Zoning By-law and/or a plan of subdivision, including

basic details, *may* be provided prior to the Council meeting to consider a recommendation on the proposed amendment(s) and/or subdivision. For site specific amendments and subdivisions, the preliminary notification *shall* be sent by prepaid first class mail or personal service or email to every owner of land within one hundred and twenty (120) m of the subject area within the Urban Area as outlined on Schedule C: Land Use - Urban Area, of this Plan, within three hundred (300) m of the subject area within the Rural Area as outlined on Schedule I: Land Use – Rural Area, of this Plan, and within three hundred (300) m of the subject area within North Aldershot as outlined on Schedule K: Land Use– North Aldershot, of this Plan, and *may* be sent to every tenant. For amendments that generally apply city-wide, a notice *shall* be placed in a local newspaper approved by the City Clerk, that has a general circulation in the area;

(vi) a statutory public meeting *shall* be held by the appropriate committee of *City* Council established to conduct statutory public meetings. Notice of the statutory public meeting to inform and obtain comments from the public *shall* be given at least fourteen (14) days prior to the date of the meeting, when a preliminary public notification has been given. When this preliminary public notification has not been given, notice of the public meeting *shall* be given at least thirty (30) days prior to the date of the meeting. For an Official Plan or Zoning By-law amendment that applies generally city-wide, notice of the public meeting *shall* be placed in the local newspaper;

(vii) for a site specific amendment or a plan of subdivision, notice of the statutory public meeting *shall* be placed in a local newspaper and/or sent by mail or personal service to every owner of land within one hundred and twenty (120) m of the subject area within the area outlined on Schedule C: Land Use – Urban Area, of this Plan, within three hundred (300) m of the subject area within the area outlined on Schedule I: Land Use – Rural Area, of this Plan, and within three hundred (300) m of the subject area within the area outlined on Schedule K: Land Use – North Aldershot, of this Plan**,** and *may* be sent to every tenant and to any parties who have requested notification of any meetings on this particular matter, provided the request is received before notices are issued;

(viii) notice of a statutory public meeting *shall* include information regarding the power of the Local Planning Appeal Tribunal to dismiss an appeal if an appellant has not provided Council with oral

submissions or written submissions before a decision is made on the *development application*;

(ix) in the case of an Official Plan amendment, adequate time *should* be allowed after the statutory public meeting for staff to analyze all public comments before the staff report and the proposed amendment is dealt with by Council, except in the case of a housekeeping amendment or an amendment for which there is no public interest. In the case of a Zoning By-law amendment and/or plan of subdivision, or where it is determined that adequate time has been provided for analysis of the comments on an Official Plan Amendment, a decision and recommendation to Council on the application *may* be made by the Committee at the statutory public meeting, if appropriate;

(x) notification of the Council decision regarding the proposed amendment and/or the plan of subdivision *shall* be given to the applicant and persons who expressed an interest in the matter, by the *City* Clerk;

(xi) where a *development application* is deemed to have a potentially significant impact, the *City may* require an expanded public consultation process, including additional community meetings; and

(xii) when *development applications* for amendments to both the City and Regional Official Plans are made to permit *development* on the same property, *City* Council *may* hold a joint statutory public meeting with the Region of Halton to consider both applications concurrently, in order to eliminate duplication of processing and to streamline and simplify public consultation.

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IMPLEMENTATION AND INTERPRETATION

Meeting the objectives of this Plan will require an ongoing commitment to implementation. This commitment is reflected in the employment of tools and the development of a budget that responds to the objectives of this Plan.

Traditional planning tools such as Official Plans and Official Plan Amendments, Zoning By-laws, Plans of Subdivision, Plans of Condominium and Part Lot Control, *area-specific planning,* minor variances and consents and other tools are described.

This section also provides guidance in understanding and making clear the intent and application of the policies and schedules of this Plan.

Implementation of this Plan will be through means of the powers conferred upon the *City* by The Planning Act, The Municipal Act, The Town of Burlington Act and other Provincial statutes and regulations that may apply. These means include the enactment of by-laws, conditions of approval on *development,* including entering into *development* agreements; the construction of public works; and the acquisition of lands.

12.1 IMPLEMENTATION

12.1.1 GENERAL

12.1.1(1) OBJECTIVES

a) To provide for the use of a full range of regulatory mechanisms for the purpose of implementing the land use, growth management and *infrastructure* objectives and policies of this Plan.

b) To co-ordinate the *City's* capital works program, long term Asset Management Plan, this Plan and the budget to maximize benefits to the city's physical, natural, economic and social environment and financial sustainability.

c) To support other strategic initiatives of the *City.*

12.1.1(2) POLICIES

a) This Plan *shall* be implemented by both public and private *development* in accordance with the policies of this Plan and other regulatory mechanisms. Municipal by-laws, including zoning by-laws, public works and public undertakings *shall* conform to this Plan.

b) All *development* and *infrastructure* is subject to the provisions of this Plan, the Regional Official Plan and all applicable Provincial Plans. In the event of any conflict between this Plan and the provisions of the Regional Official Plan or any applicable Provincial Plan, the provisions of the Regional Official Plan or the applicable Provincial Plan *shall* prevail; however, where the provisions of this Plan are more restrictive the provisions of this Plan *shall* apply, unless doing so would conflict with the Provincial Plan or the Regional Official Plan.

c) The decisions and actions of the *City*, including public investment in services, service delivery and *infrastructure*, will be guided by this Plan. The policies of the plan will inform the *City* capital budget process. This Plan acknowledges that a number of critical city building services are provided to the *City* by other levels of government.

d) The *City* has approved a Development Charges By-law based on a detailed background study. The Development Charges By-law will be amended as required to ensure that the by-law responds to forecasted growth, that the services and capital facilities and *infrastructure* required to support the forecasted growth are considered, and that growth pays for growth to the fullest extent of the Development Charges Act, as amended.

e) Development charges will assist in providing the public *infrastructure* investments required by future *development.*

f) Land *may* be acquired and/or held by the *City* for the purposes of implementing any part of the Plan.

g) The *City* will ensure that any public works, public or private *development* and agreements regarding land division, condominiums, site plans and building conform with this Plan.

h) The *City shall* complete a*rea-specific planning* studies for specific areas or to address a specific planning issue. These planning studies *shall* be approved by resolution of *City* Council and *shall* be incorporated by way of an amendment to this Plan.

12.1.1(3) OFFICIAL PLAN

a) The *City* will make amendments to this Plan at any time, or revise it and/or incorporate new objectives, policies and specific designations, as required.

b) The *City* will review the Plan as a whole to ensure that it is responding to the needs of the community, in accordance with the requirements of The Planning Act.

c) Urban boundary expansions and *employment* land conversions will only be considered as part of a *municipal comprehensive review.*

d) The statutory Official Plan Review is the only time the *City* will consider modifications to the Urban Structure as shown on Schedule B: Urban Structure, of this Plan.

e) Notwithstanding Subsection 12.1.1(3) d) of this Plan, minor modifications to the Urban Structure, as shown on *S*chedule B: Urban Structure, of this Plan, *may* be considered in the context of a site-specific Official Plan Amendment outside of an Official Plan Review.

f) The *City* will monitor the implementation of the Growth Framework polices of this Plan and will determine if a review of the policies and schedule is required.

g) An Official Plan Amendment *shall* be required where a *development application* does not conform with the established land use designation and/or the policies or schedules of this Plan.

h) When considering a site-specific Official Plan Amendment, at the earliest point the *City* will determine if the application *should* be considered within the immediate planning context or whether an area specific policy, an *area-specific plan* or a general policy change *may* be required.

i) Any privately or *City*-initiated Official Plan Amendment *shall* be assessed against the following criteria to the satisfaction of the *City*:

(i) consistency with the intent of the Urban Structure as outlined in Section 2.3, The Urban Structure, of this Plan;

(ii) in the case of a site-specific Official Plan Amendment, consideration of the relevant principles, objectives and policies of this Plan, including the Growth Framework as outlined in Section 2.4, the Development Criteria contained in Subsection 12.1.2(2.2) c) of this Plan, and, where applicable, the land use designation established on the site**;**

(iii) conformity or lack of conflict with Provincial and Regional Plans, policies and legislation;

(iv) consistency with the Provincial Policy Statement;

(v) *compatibility* with the surrounding area and proper integration with the surrounding neighbourhood or approved *area-specific plan*;

(vi) in the case of a site-specific Official Plan Amendment, existing *infrastructure* and *public service facilities* such as parks, are available and can accommodate the proposed use without costly expansion, upgrading or public investment that would require the deferral of other planned improvements to *infrastructure* and *public service facilities*, to the satisfaction of both the *City* and the Region of Halton;

(vii) in the case of a site-specific Official Plan Amendment, consideration of

the relationship of the subject site to the *multi-modal* transportation system;

(viii) whether the amendment, if approved, would establish an undesirable precedent;

(ix) whether the amendment, if approved, would remove a significant barrier to *development* that would otherwise render the site undevelopable and/or underutilized;

(x) financial *sustainability*, in accordance with Section 6.5, Financial Sustainability, of this Plan;

(xi) in the case of an Official Plan Amendment proposing residential uses in either the Secondary Growth Area, or Established Neighbourhood Area, or the Primary Growth Area where an *area-specific plan* has not been completed as identified on Schedule B-1: Growth Framework, of this Plan, *shall* consider city building objectives, consistent with the City's Strategic Plan. The *City*, in consultation with the proponent, *shall* determine how subsection a., and which of one or more of subsections b. through e., *shall* be delivered as part of the proposed *development*. The city building objectives *shall* be delivered to the satisfaction of the *City* with any required agreements, and appropriate phasing in the case of a major comprehensive *development*, and *shall* be exclusive of section 37 benefits:

a. additional sustainable building design measures that contribute significantly towards the Environmental and Energy Leadership section goals of the City's Strategic Plan and/or the goals of the Community Energy Plan; and

b. 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,

c. deliver a portion of units with three (3) or more bedrooms; or,

d. the co-location of community space, or *public service facilities* which includes parks; or

e. 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*.

12.1.2 PLANNING PROCESS: DEVELOPMENT APPLICATIONS

12.1.2(1) COMPLETE APPLICATIONS

Development proponents *shall* be required to meet with *City* staff to discuss requirements related to *development applications* in advance of their submission.

12.1.2(1.1) OBJECTIVE

a) To establish pre-consultation requirements and complete application policies to provide direction to support the *City* in requesting all information or material required to process *development applications*.

12.1.2(1.2) POLICIES

a) The *City shall* require that adequate pre-consultation with the *City* occurs prior to the submission of a *development application*, and will *encourage* pre-consultation with other affected agencies such as the Region of Halton and Conservation Halton, where appropriate. Within areas subject to the Niagara Escarpment Plan and Development Control, proponents will be *encouraged* to contact the Niagara Escarpment Commission to discuss permitted uses and *development* criteria.

b) The *City may* require *development* proponents to hold a community meeting in advance of a formal *development application* in order to obtain additional information needed to process the *development application*.

c) For an application for Official Plan Amendment, Zoning By-law Amendment, plan of subdivision, or consent (other than those consent applications made for the purposes outlined in Subsection 12.1.12(4.1) c) (i) to (iv) of this Plan), the *City* will require the provision of additional supporting information or material required to allow full consideration of the application. The scope of the information or material required for each application *shall* be determined by the *City* and Region of Halton as part of the pre-consultation process. This information *may* include, but *shall* not be limited to, the following:

(i) Planning justification report, including *employment* or residential needs analysis, where required;

(ii) land assembly documents;

(iii) survey and severance sketch, prepared by an Ontario Land Surveyor;

(iv) land use *compatibility* study, in accordance with Subsection 4.6.2 of this Plan;

(v) retail and service commercial needs assessment, in accordance with Chapter 8 of this Plan;

(vi) financial impact study, in accordance with Subsection 6.5.2 of this Plan;

(vii) housing impact statement, in accordance with Subsection 3.1.1(2) i) of this Plan;

(viii) park concept plan, in accordance with the applicable policies of Subsection 3.3.2 of this Plan;

(ix) *agricultural* impact assessment (AIA), in accordance with Subsection 9.2.2 (d) of this Plan;

(x) *social impact assessment,* in accordance with Subsection 6.1.2 h) of this Plan;

(xi) archaeological report, in accordance with Subsection 3.5.2(5.2) of this Plan;

(xii) Heritage Impact Study, in accordance with Subsection 3.5.2(5) of this Plan;

(xiii) *cultural heritage landscape* impact assessment, in accordance with Subsection 3.5.2(5.1) of this Plan;

(xiv) conceptual site plan layout;

(xv) architectural plans;

(xvi) 3-D model of proposed buildings;

(xvii) Burlington Urban Design Advisory Panel (BUD) comments;

(xviii) height survey of adjacent buildings, in accordance with Subsection 8.3.3(1) e) of this Plan;

(xix) angular plane study;

(xx) shadow analysis plan, in accordance with Subsection 7.3.2 of this Plan;

(xxi) wind impact study, in accordance with Subsection 7.3.2 of this Plan;

(xxii) arborist's report, in accordance with Subsection 4.3.2 of this Plan;

(xxiii) *tree* inventory and preservation plan, in accordance with Subsection 4.3.2 of this Plan;

(xxiv) landscaping plan, in accordance with Subsections 4.3.2 and 7.3.2 of this Plan;

(xxv) water & waste water functional servicing report, in accordance with Regional requirements;

(xxvi) hydrogeology study/water budget & hydrology study, in accordance

with Subsections 9.1.2 and 9.5.2 of this Plan;

(xxvii) source protection disclosure report, in accordance with Subsections 4.4.2(2) n) and o) of this Plan;

(xxviii) noise feasibility study/vibration study, in accordance with Section 4.6 and Subsection 6.2.5(2) of this Plan;

(xxix) transportation impact study, in accordance with Subsection 6.2.1(2) d) of this Plan;

(xxx) *Transportation Demand Management* Plan and implementation strategy, in accordance with Subsection 6.2.10(2) of this Plan;

(xxxi) parking justification report;

(xxxii) storm water management report/functional drainage report, storm services plan and *flooding hazard* delineation and/or grading and drainage plans, in accordance with Subsection 4.4.2(2) of this Plan;

(xxxiii) *environmental* impact assessment (EIA), in accordance with Subsection 4.2.4 of this Plan;

(xxxiv) top-of-bank demarcation/ slope stability assessment/ creek erosion assessment/ geomorphic study, in accordance with Subsection 4.4.2(3) of this Plan;

(xxxv) *shoreline hazardous lands* studies, in accordance with Subsection 4.5.1(2) of this Plan;

(xxxvi) geotechnical report, in accordance with Subsection 4.4.2(2) of this Plan;

(xxxvii) Phase I Environmental Assessment, in accordance with Subsection 4.7.2 of this Plan;

(xxxviii) Phase II Environmental Assessment/Record of Site Condition, in accordance with Subsection 4.7.2 of this Plan;

(xxxix) landfill assessment, in accordance with Subsection 4.8.2 of this Plan;

(xl) Sustainable Building and Development Guidelines Checklist, in accordance with Subsection 7.4.1 of this Plan;

(xli) phasing strategy for *development* of retail and *service commercial* uses, in accordance with Chapter 8 of this Plan; and/or

(xlii) *Public Consultation Strategy*.

(xliii) response to comments received at a community meeting held in advance of a formal *development application*;

(xliv) comprehensive block plan in accordance with 8.1.1(3.7) and 8.1.1(3.20);

(xlv) urban design brief, in accordance with Subsection 7.1.2 of this Plan;

(xlvi) tenant relocation and assistance plan.

d) All required reports and technical studies *shall* be carried out by *qualified persons* retained by and at the expense of the applicant. Where appropriate, the *City* will require a peer review of any report or study by an appropriate *public authority* or a *qualified person* retained by the *City* at the applicant's expense. In addition to *City* requirements, the applicant *shall* ensure that all additional requirements as set out in the Region of Halton Official Plan are addressed.

e) An application for an Official Plan Amendment, Zoning By-law amendment, plan of subdivision or consent *shall* be considered complete under The Planning Act only when the items as determined by the *City* and Region, as listed in clause b) above, have been provided.

f) In the absence of pre-submission consultation between an applicant and the *City*, and/or the absence of adequate supporting information or material required to consider a *development application,* the *City shall* deem an application incomplete and *may* refuse the *development application.*

12.1.2(2) DEVELOPMENT CRITERIA

Future *development* in the city will occur primarily through *intensification*. In considering all *development applications*, the *City* will ensure that *development* is *compatible* with the existing pattern and character of adjacent and proximate *development*, by satisfying the criteria outlined in this section of the Plan, in addition to the relevant policies of the Plan, including the underlying land use designations.

12.1.2(2.1) OBJECTIVES

a) To establish a set of criteria against which all *development applications 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.

b) To ensure *development applications* are consistent with the Provincial Policy Statement, and conform to applicable Provincial Plans and the Regional Official Plan.

c) To ensure that appropriate technical analysis is undertaken.

12.1.2(2.2) POLICIES

a) The population and *employment* growth distributions established in the Regional Official Plan and contained in Subsection 2.2.4 of this 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 *development applications* for *development* that would otherwise conform with all of the policies of this Plan, and the policies of the Provincial Growth Plan, as amended.

b) Any population and job 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.

c) The following criteria *shall* be satisfied when evaluating all *development applications,* where applicable:

(i) the *development shall* be consistent with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;

(ii) the *development* achieves built form *compatibility;*

(iii) the *development shall* be consistent with the intent of the Urban Structure as outlined in Section 2.3, Urban Structure of this Plan and maintains the land use vision established in the land use designations of this Plan;

(iv) the *development* achieves high quality urban design and is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan;

(v) the *development,* where located outside the Established Neighbourhood Area as identified on Schedule B-1: Growth Framework, constitutes *intensification;*

(vi) the *development* can be supported by available *infrastructure* and *public service facilities*;

(vii) the *development* preserves and protects *trees*, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;

(viii) the *development* provides buffering, setbacks and *amenity area* so that an appropriate transition between existing and proposed buildings are provided;

(ix) the *development shall*:

a. demonstrate that future *development* on the adjacent property(ies) will not be compromised by the proposal;

b. 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

c. demonstrate, to the satisfaction of the *City,* the appropriate 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;

(x) the *development* maintains, enhances and restores the *City's* Natural Heritage System in accordance with the policies in Section 4.2, Natural Heritage System, of this Plan;

(xi) 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 accessible by transit;

(xii) The *development* addresses *multi-modal* transportation considerations and is consistent with the policies in Section 6.2: Multi-modal Transportation, of this Plan, including but not limited to:

a. the *development shall* mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity;

b. the *development* accommodates sufficient off-street parking and *transportation demand management* measures in accordance with the policies in Subsection 6.2.10 of this Plan;

(xiii) the *development conserves cultural heritage resources*, where applicable, in accordance with the policies in Section 3.5, Cultural Heritage Resources, of this Plan;

(xiv) the *development* provides stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan;

(xv) the *development* addresses *hazardous lands* and *hazardous sites in* accordance with Subsection 4.4.2(3) of this Plan;

(xvi) the *development* considers the relationship to existing or planned transit facilities including a *frequent transit corridor, higher order*

transit, bus routes and/or transit shelters;

(xvii) the *development* complements and connects with the *public realm*, including walking and cycling facilities;

(xviii) the *development shall* be consistent with the contaminated sites policies contained in Section 4.7, Contaminated Sites, of this Plan; and;

(xix) the *development shall* consider all other relevant principles, objectives and policies of this Plan.

d) Consent applications *shall be* subject to the additional policies of Subsection 12.1.12(4) of this Plan.

e) Where deemed by the *City* to be necessary and appropriate, the development of an a*rea-specific plan* will be required in accordance with Subsection 12.1.3 of this Plan, to ensure the orderly and efficient *development* of any property or group of properties.

12.1.3 PLANNING PROCESS: AREA SPECIFIC PLANNING

12.1.3(1) OBJECTIVES

a) To undertake a*rea-specific planning* studies to allow the orderly and planned *development* of areas, communities or neighbourhoods.

b) To ensure that the community vision, growth management and *infrastructure* objectives of this Plan are considered in the a*rea-specific planning* process.

c) To define the range of supporting studies that *may* be required.

12.1.3(2) AREA-SPECIFIC PLANNING POLICIES

a) The policies of this Plan identify areas of the city where *area-specific plans* are required to appropriately guide *development*. *Area-specific plans shall* be prepared for vacant *designated greenfield areas,* Innovation Districts, and existing and future *major transit station areas* where the *City* has an interest in guiding major change in the city.

b) *Area-specific plans* will be adopted through amendments to this Plan. Following adoption by the *City* of an Official Plan Amendment as a result of an *area-specific plan, development shall* be guided by both the general policies of this Plan and the policies that apply specifically to the *area-specific plan*.

c) Area- specific plans will be prepared by the City.

d) Council *may*, by resolution, require the preparation of other future *area-specific plans* including, but not limited to, the following areas:

(i) Primary Growth Areas, as identified on Schedule B-1: Growth Framework, of this Plan;

(ii) large areas of vacant or under-utilized lands;

(iii) select mixed use Nodes and Intensification Corridors within Secondary Growth Areas, as identified on Schedule B-1: Growth Framework, of this Plan, and as outlined in Subsection 2.4.2(2) of this Plan; and

(iv) any location in the city that requires comprehensive planning to enable suitable *development*.

e) An *area-specific plan* will contain policies for the *development* of communities. In addition to communities with a mix of different uses, the *area-specific plan may* contain solely lands designated for employment uses without residential uses or *may* contain solely an *Intensification Area* as identified by the Urban Structure of this Plan.

f) An *area-specific plan* must demonstrate how the community vision, growth management and *infrastructure* objectives of this Plan are being met and will include, but is not limited to, the following, subject to the satisfaction of the *City,* and Region and Conservation Halton where applicable:

(i) a statement of objectives for the intended character and physical *development* of the planning area that *shall* include environmental, social and economic matters;

(ii) boundaries of the area or community;

(iii) policies for the protection of the *City's* Natural Heritage System and for the protection of public health and safety within *hazardous lands* and *hazardous sites*;

(iv) capacity targets of population, housing units and *employment,* including targets for *affordable housing*;

(v) policies for the provision of housing to achieve a range and mix of unit types, *employment* and commercial land uses, including local facilities for social, cultural, *recreational,* educational and religious purposes which should be located in community hubs and integrated to promote cost effectiveness. *Development shall* achieve land use patterns that promote mixed use, compact, *transit-supportive*, walkable communities;

(vi) location, types and density of all types of uses that contribute to creating *healthy communities,* having regard for the Region of Halton Healthy Communities Guidelines, through:

a. urban design;

b. diversity of land uses;

c. appropriate mix and densities of housing;

d. provision of local parks and open space;

e. strengthening live-work relationship through a proper balance of residential and *employment* land uses; and

f. promoting active transportation and public transit use.

(vii) consideration for land use *compatibility* in accordance with Regional and Provincial guidelines;

(viii) overall *development* density for the area or community and, if it is located within the *Designated Greenfield Area*, how this density will contribute towards achieving the minimum overall *development* density for *Designated Greenfield Areas* in the city as set out in Subsection 2.2.3 of this Plan and the Regional phasing as set out in Table 2A of the Regional Plan;

(ix) policies to establish a *multi-modal* transportation network that promotes public transit and *active transportation*, including a strategy for early introduction of transit services;

(x) policies for the maintenance, upgrading and *rehabilitation* of *utility* services;

(xi) identification of *infrastructure* and *public service facilities* requirements in terms of full life cycle costs for consideration in relation to the capital budget and the long term asset management plan;

(xii) direction regarding cultural heritage resource conservation;

(xiii) direction regarding area-specific urban design and *sustainable* design policies to create attractive and vibrant places;

(xiv) strategies for the implementation and monitoring of the above-noted matters; and

(xv) assessment of the phasing of *development* based on the *City's* Development Phasing Strategy and financial capabilities of the *City* and Region to provide *infrastructure* and *public service facilities* for the proposed *development.*

g) In addition to the requirements of Subsection 12.1.3(2) f) of this Plan, the a*rea-specific plan* studies and subsequent amendments for *Intensification Areas* as identified by the *City's* Growth Framework will be designed to address the criteria below. The a*rea-specific plan* will identify specific density targets consistent with planned transit service levels, and any *transit-supportive* land-

use guidelines established by the Province. The a*rea-specific plan* studies will achieve the following:

(i) cumulatively attract a significant portion of population and *employment* growth;

(ii) achieve increased residential and *employment* densities that support and ensure the viability of existing and planned transit service levels;

(iii) generally achieve higher densities than the surrounding areas; and

(iv) achieve an appropriate transition of built form to adjacent areas.

h) In addition to the requirements of Subsections 12.1.3(2) f) and g) of this Plan, a*rea-specific plans* undertaken for *Major Transit Station Areas (MTSAs)* will also be subject to the objectives of Subsection 8.1.2 and the policies of Subsection 12.1.3(4) of this Plan.

i) The specific contents and supporting studies of the *area-specific plan* will be scoped in proportion to the context, complexity and size of the area being considered, subject to the satisfaction of the *City* and Region of Halton, in consultation with Conservation Halton and other agencies as required.

12.1.3(3) OTHER SUPPORTING STUDIES

a) Supporting studies will be required as part of the *area-specific planning* process, and will be completed to the satisfaction of the *City*, in consultation with the Region of Halton, Conservation Halton and/or the Province, as appropriate. The supporting studies *may* include, but are not limited to, the following:

(i) land use scenarios and final *area-specific plans*, associated analysis and policies;

(ii) *multi-modal* Transportation Impact Studies and Parking Analysis, including an area-specific *Transportation Demand Management Plan*;

(iii) Market Impact Study;

(iv) Financial Impact Study;

(v) Urban Design and *Sustainability* Guidelines;

(vi) Servicing and Public *Utility* Study and water and waste water servicing plans;

(vii) storm water management report or, if the scale of *development* justifies, a sub-watershed study in accordance with Subsection 4.4.2(1) of this Plan;

(viii) Environmental Impact Assessments, if any part of the *City's* Natural

Heritage System is affected in an area not covered by a sub-watershed study;

(ix) studies to delineate *hazardous lands* (e.g. slope stability study, meander belt assessment) if an area has not been addressed by a sub-watershed study;

(x) environmental *compatibility* assessment;

(xi) Air Quality Impact Assessment;

(xii) Public Service Facilities Plan;

(xiii) Agricultural Impact Assessment;

(xiv) Housing Impact Statement, in accordance with Subsection 3.1.1(2) i) of this Plan;

(xv) Archaeological Assessment Report;

(xvi) Cultural Heritage Evaluation Report;

(xvii) Phasing and Implementation Plan;

(xviii) evaluation of implementation tools including, but not limited to:

a. Community Planning Permit System;

b. form-based zoning;

c. Community Improvement Plans and other incentives;

d. community benefits provisions;

e. *infrastructure* and *public service facility* funding strategies;

f. monitoring;

(xix) identification of other *City* requirements, including, but not limited to:

a. priority list of *City* investments; and

b. required updates to other *City* processes and standards.

12.1.3(4) MAJOR TRANSIT STAION AREA AREA-SPECIFIC PLANS GUIDING POLICIES

a) The *City* will prepare and adopt *area-specific plans* for lands within Major Transit Station Area (MTSA) Special Planning Areas identified on Schedule B, Urban Structure, of this Plan, in accordance with policies contained in this section and in Subsections 12.1.3(2) and 12.1.3(3) of this Plan. These *area-specific plans* will be adopted by amendment to this Plan.

b) The Major Transit Station Area Special Planning Area boundaries identified on Schedules B, F, G and H of this Plan, have been identified by the City. The final

boundaries of the *major transit station areas* will be delineated by the Region of Halton through its *municipal comprehensive review*, which will also establish minimum density targets for these areas, in conformity with the Provincial Growth Plan.

c) Each *MTSA* planned to be served by Metrolinx's Regional Express Rail (RER), and identified as a Commuter Rail Corridor/Transit Priority Corridor on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, *should* be planned to higher order transit supportive densities.

d) The *area-specific plan* will plan for a range of densities within each *MTSA*. Optimal heights, densities and *floor area ratios* on individual sites will be assessed and identified through the detailed *MTSA* a*rea-specific planning* process.

e) The *area-specific plan* will include a transportation analysis and establish policy that supports the achievement of the Region of Halton's targeted modal split within each *MTSA*, in accordance with Halton Region's Transportation Master Plan.

f) The *area-specific plan* will include a transportation plan and associated policies that give priority to transit, pedestrian and bicycle access over other *modes* of transportation, and will consider opportunities to provide improved walking and cycling connections both within the *MTSA* and to adjacent neighbourhoods.

g) The *area-specific plan* will include policies to support efficient and accessible transit within each *MTSA.* The *area-specific plan* will include policies that support pedestrian movements and a well-designed and *human-scale* private and *public realm.*

h) The *area-specific plan* will evaluate and provide recommendations on reduced vehicle parking requirements, shared parking, and the use of surface and structured parking both above and below grade, in conjunction with *transportation demand management* measures. The *area-specific plan* will evaluate and provide recommendations for bicycle parking requirements and standards for weather protected storage facilities and bike share facilities.

i) The a*rea-specific plan* will evaluate the role of *MTSA* connectors, as outlined in Subsection 6.2.9 of this Plan, and provide recommendations on any works required along connectors to support individual hub objectives and to achie*ve transit supportive land uses* and improved design standards on primary and secondary connectors.

j) Requirements for *sustainable* building, site and neighbourhood design measures including, but not limited to, innovative *sustainable* energy, water,

landscape and waste management practices, will be identified through the *area-specific plan.*

k) The enhancement of existing *watercourses* and diversion channels will be explored through the *area-specific plan.* The lands adjacent to these areas will be considered for pedestrian and cycling connections.

l) The *area-specific plan* will consider opportunities to provide safe and easy crossings of the rail corridor. The locations for rail crossings *should* support direct, continuous, and barrier free circulation.

m) The *area-specific plan* will establish policy to support the retention and continued development of *employment* uses within *MTSAs* that are appropriate in proximity to *sensitive land uses* and will establish for each *MTSA* a targeted ratio of people to jobs. Tools will be developed to ensure the incremental and comprehensive achievement of such targets including the development of strategies to attract *employment* uses to *MTSAs*.

n) Updates to existing *City* standards and processes needed to achieve the vision for the *MTSA* will be reviewed as part of the *area-specific planning* process.

12.1.4 PLANNING PROCESS: SPECIAL URBAN STUDY AREAS

12.1.4(1) OBJECTIVES

a) To identify other areas of the city which have been identified as being, or planned to be, subject to an *area-specific plan* or other planning exercise initiated by the *City.*

b) To identify the general location as well as challenges and opportunities that *shall* be examined through further study.

c) To provide, where necessary, interim direction for special study areas.

12.1.4(2) DOWNTOWN WATERFRONT HOTEL PLANNING STUDY

a) The Downtown Waterfront Hotel Planning Study is identified as 2020 Lakeshore Road, as outlined on Schedule D: Land Use-Downtown Urban Centre, of this Plan.

b) A planning study will consider the existing and planned context and will guide the *development* of this site, which represents a significant opportunity for mixed use *development* linking the downtown with the waterfront. Located next to Spencer Smith Park and the Brant Street Pier, any further *development shall* provide a high quality of urban design reflecting the landmark nature of this site. Input from residents will be required to ensure the new *development* reflects a high quality of urban design that enhances the community's access to the waterfront and the downtown.

c) Until the study is completed and approved, only the uses *existing* as of the date of approval of this Plan, are permitted.

12.1.5 ZONING BY-LAW

Section 34 of The Planning Act enables the development of Zoning By-laws to regulate land use. Where the Official Plan provides high level direction on land use, built form and density ranges, the Zoning By-law provides specific direction on location, orientation and form of buildings, as well as density, height, parking requirements and coverage, among other considerations. The full range of uses permitted in the Plan *may* not be permitted in a given zone. This Plan and the Zoning By-law will be used in conjunction with each other.

12.1.5(1) OBJECTIVES

a) To define the uses permitted in specific locations within the city and the specific *development* regulations relating to those uses.

12.1.5(2) POLICIES

a) The *City* will complete a comprehensive review of the City's Zoning By-law, within three years of the adoption of this Plan or any future Official Plan Review. The existing Zoning By-laws *shall* remain in effect during the review period. Any amendments to the by-laws during the review period *shall* be required to conform with this Plan.

b) The Zoning By-law *shall* establish:

(i) zoning regulations that apply to all lands within the city;

(ii) land use zones, their permitted uses and their geographic extent;

(iii) *development* standards relative to *City*-wide regulations and specific

zones; and

(iv) any other regulations required to implement the Plan.

c) Where there are land uses that do not conform to the Plan, the *City* will amend the zoning where appropriate to permit either the *existing uses* or new uses that represent a shift or transition in use toward the use designated in the Plan.

d) The Zoning By-law may include detailed maps that define the location, size and shape of the land, the location and dimensions of areas occupied by buildings or structures, the yard, parking and loading areas, the access to the land and other similar siting arrangements.

e) Some areas designated for urban uses will remain undeveloped until municipal *infrastructure* becomes available and other municipal requirements are met. During this interim period, these undeveloped areas *may* be zoned for *agriculture* or open space uses to *preserve* them for their designated urban uses. These zones will be referred to as Development Zones.

f) Where appropriate, the *City* will, in conjunction with a Zoning By-law passed pursuant to The Planning Act, impose one or more prescribed conditions on the use, erection or location of buildings or structures and require an owner of land to which the by-law applies to enter into an agreement with the *City* relating to the condition(s). This agreement may be registered against the lands to which it applies and the *City* may enforce the agreement against the owner and any and all subsequent owners of the land.

g) The *City* will consider the use of form-based zoning to implement the objectives and policies of this Plan.

12.1.6 HOLDING ZONES

The Planning Act allows municipalities to specify the use to which lands, buildings and structures may be put at such time in the future as the holding symbol is removed. The placement of a Holding or H zone is subject to a formal public process; however, once the specified conditions are met, the process requires only that the owner request that the H be lifted. There is no public process, nor means to appeal, except by the property owner.

12.1.6(1) OBJECTIVE

a) To identify the uses that are ultimately intended for specific lands, but to delay their actual *development* until a future date when certain conditions are met.

12.1.6(2) POLICIES

a) The *City may* designate a holding zone with the prefix H, and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for *development* and require the demonstration of resolution of conditions related to any one or more of the following reasons:

(i) *infrastructure* and *public service facilities* such as sanitary sewers, storm water management facilities, water supply, and parks are insufficient to serve the proposed *development*;

(ii) transportation facilities are inadequate or inappropriate based on anticipated traffic;

(iii) the number and location of access points to the site are inadequate and incapable of functioning safely and efficiently;

(iv) where *development* relies upon other matters occurring first, such as the consolidation of land ownership to ensure the orderly *development* of the project and to secure funding for *infrastructure*, services or outstanding *development application* processing costs;

(v) supporting studies are required on matters related to traffic, soils, protection of any site features, environmental constraints or design features prior to *development* approval;

(vi) the presence of known site *contamination;* and

(vii) *development* agreements are required to guide the appropriate *development* of the site and their relevant conditions have been, or will be, met.

b) Removal of the "H" prefix will depend on meeting the specific *City* conditions identified by the Holding Zone By-law.

c) Where a holding zone is in effect, no building or structure may be built on the site, unless permitted by the *City,* or until the holding zone designation is removed.

d) The Zoning By-law will identify lands subject to holding provisions and specify the land uses permitted and any regulations applying in the interim. The following uses *may* be permitted while a holding provision is in effect:

(i) all *existing uses*, buildings or structures;

(ii) a *home occupation* in an existing single-detached dwelling;

(iii) a public or private park, provided no permanent buildings or structures are built; and

(iv) an agricultural or farming use.

12.1.7 MINOR VARIANCES

The Planning Act establishes the ability to set up a Committee of Adjustment. The Committee will consider applications for minor variances to the Zoning By-law.

12.1.7(1) OBJECTIVE

a) To ensure that proposed *development* that involves adjustment(s) to by-laws, conforms to the general intent of the Official Plan and Zoning By-law.

12.1.7(2) POLICIES

a) The Committee of Adjustment, in granting an application for minor variance from the Zoning By-Law, *shall* be satisfied that the variance:

(i) is minor in nature;

(ii) is desirable for the appropriate *development* or use of land;

(iii) maintains the general intent and purpose of this Plan;

(iv) maintains the general intent and purpose of the Zoning By-law;

(v) meets any additional criteria prescribed by the Province; and

(vi) meets any additional criteria established by the *City*, including any applicable Council-approved *design guidelines*.

b) In commenting to the Committee of Adjustment on a proposal requiring multiple minor variances from the Zoning By-law, if the *City* determines that the *cumulative impact* of the proposed variances is not considered to be minor, it will be recommended that the proposal should be processed by way of rezoning.

c) The *City may* require the submission of additional information or material in order to allow an evaluation of minor variance applications.

d) For lands in *Neighbourhood Character Areas*, minor variance applications for *development* of a single detached dwelling *shall* be evaluated based on the following additional criteria:

(i) compatibility with the neighbourhood character area;

(ii) on properties that are located at the end of a terminating street, dwellings *should* be designed and located to reinforce a framed focal point; and

(iii) dwellings located on corner lots *should* create a strong connection to both *streetscapes* through attractive facades and landscaping facing

each street.

12.1.8 COMMUNITY BENEFITS

Community benefits are an integral part of community and city building in an intensifying city. Section 37 of The Planning Act provides the *City* with the opportunity to secure facilities, services or matters that are either new features or that represent an enhanced level of service. These support quality of life of new and existing residents and provide services and facilities that the *City* would otherwise be unable to provide.

This tool is one way the *City* can contribute to meeting its city building objectives including growth through *intensification,* while mitigating the costs to existing tax payers when increased service levels are required to support the community. It also provides an opportunity for the community to tangibly share in the benefits that landowners accrue from achieving increased height, density and/or *intensity* permissions on their lands.

Community benefits provisions pursuant to Section 37 may be used by the *City* to authorize increases in height, density and/or *intensity* of *development* otherwise permitted by the by-law. In return the landowner will provide, or contribute to facilities, services, or matters of public benefit.

The community benefit will be greater than the *City* would typically achieve through standard requirements and must demonstrate a reasonable, proportional relationship to the increase in height, density and/or *intensity.*

12.1.8(1) OBJECTIVE

a) To consider permitting increases in height, density and/or *intensity* otherwise permitted in this Plan, or as contained in a Zoning By-Law, in return for the provision of facilities, services or other matters as indicated in this Plan to achieve public benefits beyond the statutory requirements of The Planning Act or this Plan.

12.1.8(2) POLICIES

a) *City* Council *may* authorize an increase in the building height, density and/or *intensity* of *development* otherwise permitted by the Plan or in a Zoning By-Law in return for community benefits in the form of facilities, services or matters provided that:

(i) the *development* proposal constitutes good planning in that it is consistent with the intent of the policies of this Plan;

(ii) the community benefits bear a reasonable planning relationship to the increase in building height, density and/or *intensity* of the proposed

development; and

(iii) there is adequate *infrastructure* to support the increase in building height, density and/or *intensity*.

b) The *City may* require the use of community benefits provisions with regard to the following matters, in the form of facilities or contributions, which *shall* be greater than that which would be achieved through the requirements of this Plan, other *City* standards, The Planning Act or The Development Charges Act:

(i) provision of *special needs*, *assisted* and *affordable housing*, in the form of land, residential units and/or cash contributions, to be transferred to the appropriate housing provider as determined by the *City*;

(ii) provision of parks, trails and open space;

(iii) protection, restoration, enhancement and/or dedication of the Natural Heritage System and/or other natural heritage features such as *woodlots;*

(iv) provision of improved pedestrian and cycling access to public transit and enhanced public transit *infrastructure,* facilities and services;

(v) provision of public areas, crosswalks and walkways and connections to external public walkways/trail systems;

(vi) provision of new, and/or enhancements to, existing *public service facilities* and open space facilities such as parks and community, cultural and *recreational* facilities;

(vii) *conservation* of *cultural heritage resources* or contributions to community heritage initiatives;

(viii) provision of public art and/or contribution to the *City*'s public art reserve fund;

(ix) provision of *sustainable* building and *development* measures;

(x) provision of public *streetscape* improvements including the enhanced ability to accommodate *active transportation*, to support more trees and *tree* viability and bury *utilities*;

(xi) provision of land, or contribution to a strategic land reserve fund; and/or

(xii) other community benefits that may be identified in *area-specific plans*, *community improvement plans,* or other community improvements that may be identified through the *development* approval process.

c) Recognizing that the type of community benefit may vary throughout the city, the determination of the specific community benefit *should* be considered in the context of the neighbourhood setting, including the consideration of local community needs, an approved a*rea-specific plan,* or any other strategic initiatives or priorities.

d) The *City* will consider developing community benefit policies applicable to specific areas of the city.

e) Where more specific policies related to the approach to considering community benefits are developed as part of an *area-specific plan*, the more specific policies *shall* apply.

f) Priority *should* be given to community benefits projects within the vicinity of the location of the increased density or height.

g) In a Primary Growth Area as identified on Schedule B-1: Growth Framework, of this Plan, where possible, community benefits *should* be retained within the same Primary Growth Area.

h) The increase in the building height, density and/or *intensity* of *development*, unless otherwise specified, *should* be assessed against the in force and effect zoning of the subject site.

i) One or more agreements *shall* be required between the landowner and the *City* relating to the increased height, density and/or *intensity* in exchange for the community benefits provisions.

j) The *City* will consider developing a Community Benefits Strategy to set priorities.

12.1.9 INTERIM CONTROL BY-LAWS

12.1.9(1) OBJECTIVE

a) To prohibit the use of lands, buildings or structures except for certain defined purposes until a review or study is undertaken in respect of land use planning policies in the area defined by the interim control by-law.

12.1.9(2) POLICIES

b) Where the *City* has directed that a review or study be undertaken in respect of land use planning policies in the city or in any defined area of the city, the *City may* pass an interim control by-law to be in effect for a time period which *shall* not exceed one (1) year from the date of passing. This by-law *shall* prohibit the use of land, buildings or structures within the city or within the defined area except for such purposes as set out in the interim control by-law.

c) Notice, as required by The Planning Act, *shall* be provided within thirty (30) days of the passing of the interim control by law.

d) The *City may* amend the interim control by-law to extend the period of time during which it will be in effect, provided the total period of time does not exceed two (2) years from the date of the passing of the interim control by-law.

e) Where an interim control by-law ceases to be in effect, the *City may* not for a period of three (3) years pass a further interim control by-law that applies to any lands to which the original interim control by-law applied.

12.1.10 TEMPORARY USE BY-LAWS

12.1.10(1) OBJECTIVE

a) To authorize the temporary use of land, buildings or structures for any purpose that would otherwise be prohibited, where it can be demonstrated that the objectives of the plan are maintained.

12.1.10(2) POLICIES

a) The *City may* pass a by-law under The Planning Act to authorize the temporary use of land, buildings or structures, provided:

(i) the use is demonstrated to be temporary in nature;

(ii) the use *shall* be consistent with the general intent of this Plan;

(iii) the use is *compatible* with adjacent uses;

(iv) an agreement is entered into with the *City* related to the *development* of the temporary use; and

(v) an agreement is entered into with the *City* agreeing to terminate the use upon expiry of the temporary use by-law.

b) This by-law *shall* define the area to which it applies and *shall* specify the period of time for which the authorization *shall* be in effect, which *shall* not exceed three (3) years from the day of passing of the by-law.

c) The *City may* by by-law authorize the temporary use of a *garden suite*. This by-law *shall* define the area to which it applies and *shall* specify the period of time for which the authorization shall be in effect, which *shall* not exceed twenty (20) years from the date of passing of the by-law.

d) The *City may* by by-law grant further periods of not more than three (3) years each during which the temporary use is authorized.

e) Upon the expiry of the by-law, the temporary use *shall* be terminated

12.1.11 LEGAL NON-CONFORMING USES

12.1.11(1) OBJECTIVE

a) To recognize legal non-conforming uses, while recognizing that these uses *should* eventually cease.

12.1.11(2) POLICIES

a) Legal non-conforming uses, buildings or structures throughout the city *should* eventually cease, so that the land affected *shall* revert to a use, building or structure that conforms with the intent of the Plan and the Zoning By-law. In special circumstances, however, it *may* be appropriate to consider the extension or enlargement of a non-conforming use, building or structure.

b) The Committee of Adjustment, in granting an application for the extension or enlargement of non-conforming land, buildings or structures, or uses *shall* be satisfied that:

(i) the proposed extension or enlargement does not represent an unreasonable increase to the size and *intensity* of the legal non-conforming use;

(ii) adequate measures are provided to protect surrounding uses through landscaping, buffering or screening; appropriate setbacks for buildings and structures are provided; and/or devices and measures for reducing nuisance(s) caused by matters such as noise, outside storage, lighting and advertising;

(iii) the features of the existing non-conforming use and proposed extension and/or enlargement are considered to be *compatible* with adjacent uses;

(iv) there are or will be adequate *infrastructure* to meet the additional needs resulting from the expansion or extension of the use;

(v) there are adequate off-street parking areas, loading facilities and on-site screening;

(vi) traffic and parking conditions in the area *shall* not be unacceptably affected and traffic hazards *shall* be minimized by appropriate design of access points to and from the site, and improvement of site conditions, especially close to intersections;

(vii) the objectives and policies of this Plan and standards established in the Zoning By-law are upheld; and

(viii) the proposed use is not within *hazardous lands,* except where

specifically exempted by Conservation Halton or identified as a Special Policy Area in this Plan.

12.1.12 DIVISION OF LAND

12.1.12(1) SUBDIVISION, CONDOMINIUM AND PART LOT CONTROL

Section 50 of The Planning Act provides the ability to create, through the subdivision approval process, new, separate *lots* of record.

Condominium approval is authorized by The Condominium Act.

Section 51 of The Planning Act provides guidance related to the creation of all new *lots* created through plan of subdivision and all new units and common elements created through plan of condominium.

12.1.12(2) OBJECTIVE

a) To ensure the orderly *development* of new *lots* and blocks in the city with regard to, among other things, health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.

12.1.12(3) POLICIES

a) The entire Plan area *shall* be subject to subdivision control and part lot control, pursuant to The Planning Act. The provisions of The Planning Act *shall* be employed to ensure conformity with the policies of this Plan, and that a high standard of design is maintained in all *development*.

b) Subdivision agreements *shall* establish the conditions of approval of a plan of subdivision to ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the *City*, the Region of Halton and other agencies. The applicant *shall* be required to post securities with the *City* to ensure the conditions of the subdivision agreement are fulfilled.

c) A plan of subdivision or condominium *shall* be required where:

(i) the number of *lots* created is greater than four (4) within the Urban Area as identified on Schedule A: City System, of this Plan; or

(ii) the number of *lots* created is greater than two (2), within *Rural Settlement Areas* as identified on Schedule A: City System, of this Plan;or

(iii) the extension or the creation of a public road allowance or municipal infrastructure is required, at the discretion of the Region of Halton and City.

d) The *City may*, by by-law designate any plan of subdivision, or part thereof, that has been registered for eight (8) years or more, not to be a registered plan of subdivision.

e) The *City shall* include a lapsing date in accordance with The Planning Act.

f) The *City may* by by-law, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots or blocks. By-laws to exempt lands from part lot control *shall* be limited to a period of not more than three (3) years.

12.1.12(4) CONSENTS

The Planning Act provides the municipality the authority to delegate the granting of consents to sever land to the Committee of Adjustment.

12.1.12(4.1) POLICIES

a) Subject to the other policies of this Plan and the policies of the applicable Provincial Plans, in Settlement Areas, new lots may be created through *consent*.

b) A plan of subdivision *shall* be considered as the main method of providing *lots* in the city. Consent for land conveyances *shall* only be granted where they will not compromise the orderly *development* of land or the general public interest.

c) *Development* which proposes the creation of *lots* requiring the construction of a new public road, the execution of a *development* agreement, or which proposes the creation of more than four (4) new *lots, shall* not proceed by way of consent. The creation of *lots* within the *Rural Settlement Areas* also *shall* be subject to the policies of Subsection 9.5.2 and 12.1.12(3) c) of this Plan.

d) Subject to the other policies of this Plan, and the policies of the applicable Provincial Plans, new *lots may* be created only for the following purposes:

(i) for the purpose of acquisition by a *public authority*. Acquisition by a *public authority* in *prime agricultural areas shall* not be permitted except if the *lot* is created for the installation of infrastructure, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way;

(ii) for the purpose of consolidating *lots*;

(iii) for adjusting *lot* lines provided that:

a. the adjustment is minor and for legal or technical reasons such as

easements, corrections of deeds and quit claims; and

b. the proposal does not result in additional building *lots*;

(iv) for the purpose of creating a new *lot* for conservation purposes in accordance with Subsection 4.2.5 e) of this Plan; and

(v) for the severance of an existing dwelling that is demonstrated, to the satisfaction of the *City,* to be surplus to a *commercial agricultural operation* in the Agricultural Area, as identified on Schedule I: Land Use-Rural Area, of this Plan, as the result of a *farm consolidation,* provided that:

a. a minimum of one (1) dwelling is maintained on a farm *lot* owned by and part of the consolidated *agricultural operation* applying for the severance;

b. the applicant has owned and operated the *commercial agricultural operation* for a minimum of three (3) years at the date of application for the severance, as demonstrated through Land Title and Farm Registration Number;

c. the surplus dwelling has been built and occupied since December 16, 2004;

d. the surplus dwelling is habitable on the date of application for the severance and is determined by the City's Chief Building Official to meet the *City's* standards for occupancy without substantial demolition and/or new construction;

e. the surplus dwelling is not mobile, portable or temporary and is not a *secondary dwelling unit* or a dwelling *accessory* to a *commercial agricultural operation* to house full-time *farm* help;

f. the new *lot* created for the surplus dwelling *shall:*

i. front onto an existing public road that is of a reasonable standard of construction and is generally maintained all year round;

ii. be limited in size to the minimum area needed to accommodate the surplus dwelling plus private, on-site, individual well water supply and waste treatment systems that conform to the Region of Halton's by-laws and standards and to Provincial, legislation, regulations and standards; and

iii. be in compliance with the Minimum Distance Separation (MDS) Formulae;

g. a *lot* retained for *agricultural use* that is not to be merged with an *abutting* farm lot *shall* be a minimum twenty (20) hectares in size; and

h. if the dwelling on the surplus *lot* is expanded or replaced, the footprint of the expanded or new dwelling *shall* not be more than twenty-five (25) percent greater than the footprint of the dwelling that existed on the *lot* on the lot at the time of the severance

i. as a condition of the severance, the *lot* retained for *agricultural use shall* be either:

i. merged on title with an *abutting* farm lot owned by and part of the consolidated *agricultural operation*; or

ii. zoned to *Agricultural Purposes Only* (APO) to prohibit new dwellings in perpetuity;

j. notwithstanding the policies of Subsections 12.1.12(4.1) c)(v) c., d., and j) ii) of this Plan, within the Niagara Escarpment Plan Area *lot* creation for a residence surplus to a farming operation *may* only be permitted outside of the Escarpment Natural Area and Mineral Resource Extraction Area, subject to the following:

i. the application for severance of the surplus residence must occur within two (2) years of the date that the lands were acquired as part of a *farm consolidation*;

ii. lot creation is to be undertaken in accordance with the policies of the Niagara Escarpment Plan;

iii. the proposed surplus residence has been built and occupied for not less than ten (10) years, at the time of the application; and

iv. as a condition of the severance, if the severance does not result in the merger of *abutting* lots, the *lot* retained for *agricultural use* is listed as *Agricultural Purposes Only* in the Niagara Escarpment Plan and an appropriate legal restriction is registered on title in accordance with the Niagara Escarpment Plan.

e) Subject to other policies of this Plan, new *lots may* be created by way of consent within the *Rural Settlement Areas* designation shown on Schedule A:

City System, and all designations shown on Schedule C: Land Use - Urban Area, of this Plan. In commenting to the Committee of Adjustment, the *City shall* ensure the following factors are considered:

(i) the policies contained in Subsection 12.1.2(2.2), Development Criteria, of this Plan;

(ii) the size, configuration and location of the proposed consent *should* be appropriate for the use proposed considering the *infrastructure* available; or where municipal *infrastructure* is not available, the adequacy of potable water supply and the suitability of the soil for septic tanks;

(iii) the *lot* size and proposed use of the proposed consent *should* conform to the provisions of the Zoning By-Law, where applicable;

(iv) the *lot should* have a *compatible* width and area with *lots* in the immediate vicinity;

(v) any new *lots* intended for building *should* front on an existing public or common element street or road;

(vi) a traffic hazard *shall* not be created by access to a street or road with limited sight lines on curves or grades;

(vii) provision *shall* be made for future streets, and *lot* creation and *development shall* not preclude or inhibit the future *development* of surrounding lands, where applicable;

(viii) the proposed consent *should* not fragment the ownership of *hazardous lands* and *key natural features*, or unacceptably affect drainage patterns;

(ix) the frontage of new *lots* intended for building *should* generally not be less than approximately forty (40) percent of the *lot* depth;

(x) within *Neighbourhood Character Areas,* the proposed development shall achieve consistency with neighbourhood character;

(xi) within *Neighbourhood Character Areas,* the minimum *lot* widths and areas of proposed new *lots* in *Neighbourhood Character Areas shall* meet or exceed the average *lot* width and *lot* area of single detached residential *lots* fronting on both sides of the same street within one hundred and twenty (120) m of the subject property;

(xii) consents within lands designated Business Corridor or General Employment, including flag *lots* or other arrangements, are *encouraged* if it can be demonstrated that the *lot* functions adequately and no access or traffic issues are created; and

(xiii) for lands subject to the Niagara Escarpment Plan and Development Control or within the Greenbelt Plan, *lot* creation is also subject to the policies of the applicable designations of the Niagara Escarpment Plan and Greenbelt Plan, respectively.

12.1.13 SITE PLAN CONTROL

12.1.13(1) OBJECTIVE

a) To ensure safe, functional and orderly *development* having high standards of design and efficiency of land use and *infrastructure*, particularly with respect to site function.

12.1.13(2) POLICIES

a) The entire area within the City of Burlington is designated as a Site Plan Control Area. A Site Plan Control By-law *may* be enacted by the *City* and *may* affect all or part of the Site Plan Control Area.

b) The *City may* deem certain types of *development* exempt from Site Plan Control.

c) An application for Site Plan Control approval *shall* include the submission of plans and drawings showing the location of all buildings and structures to be built and all facilities to be provided as part of the proposed *development*, as well as matters relating to:

(i) exterior design, including, without limitation, the character*, scale,* appearance and design features of buildings, and their *sustainable* design;

(ii) the *sustainable* design elements on any adjoining highway under the *City* or Region's jurisdiction, including, without limitation, *trees,* shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;

(iii) facilities designed to have regard for accessibility for persons with *disabilities*.

d) Where an application for site plan control approval is made, the *City shall* review the submission based on the provisions for Site Plan Control in The Planning Act and the Site Plan Control By-law and the *development* criteria in Subsection 12.1.2(2) of this Plan, and include such criteria as:

(i) *compatibility* with the surrounding area;

(ii) urban design standards;

(iii) function and efficiency;

(iv) safety and access;

(v) adequacy of infrastructure;

(vi) grading and drainage; and

(vii) landscaping and lighting.

e) The *City may* require the fulfillment of conditions and an agreement for site plans, based on the provisions for Site Plan Control as specified in The Planning Act.

12.1.14 COMMUNITY PLANNING PERMIT SYSTEMS

12.1.14(1) OBJECTIVES

a) To provide for an alternative land use regulatory framework that implements the objectives and policies of this Plan.

b) To establish a comprehensive planning framework that facilitates and shapes *development* that is consistent with the planned vision for an area.

c) To provide a means of expediting *development* approvals by establishing principles to facilitate desired *development* and by combining the zoning, site plan approval and minor variance processes into one review and approval process for *development* proposals in a defined area.

12.1.14(2) POLICIES

a) The *City may* implement a community planning permit system in accordance with The Planning Act.

b) Policies *may* be adopted as part of this Plan with respect to the passing of a Community Planning Permit By-law to establish a community planning permit system.

c) Prior to adopting a Community Planning Permit By-law, the *City shall* identify one or more areas as Community Planning Permit Areas by way of an amendment to this Plan. The amendment *shall*:

(i) identify the proposed community planning permit area(s);

(ii) contain a statement of the *City's* goals, objectives and policies in proposing a community planning permit system for the area(s);

(iii) include types of conditions within a community planning permit area, as provided in the applicable Ontario Regulation;

(iv) set out the types of criteria that may be included in the community

planning permit by-law, and determining whether any class of development or any use of land may be permitted by the proposed community planning permit; and

(v) set out the scope of the authority that may be delegated and any limitations on the designation, if *City* Council intends to delegate any authority under the community planning permit by-law.

12.1.15 COMMUNITY IMPROVEMENT

The Planning Act enables municipalities to prepare, adopt and implement *Community Improvement Plans* (CIPs) to support their strategic and planning objectives in designated C*ommunity Improvement Project Areas.* These objectives may include: community *intensification* and renewal; improvements to the quality of living and working environments; energy efficiency and conservation and reduction in greenhouse gas emissions; protection and restoration of *cultural heritage resources*; economic development and adaptation; and environmental consideration or other justification.

Once a *Community Improvement Plan* has been adopted, the *City* may offer incentives to *encourage* private sector investment in support of the City's community improvement objectives. The *City* may also undertake a wide range of actions for the purpose of carrying out the *Community Improvement Plan.*

12.1.15(1) OBJECTIVES

a) To facilitate the planning or re-planning, design or re-design, subdivision, clearance, *development*, reconstruction and *rehabilitation* of lands and/or buildings.

b) To facilitate the preservation, restoration, adaptive reuse and improvement of *built heritage resources* and *cultural heritage landscapes.*

c) To facilitate the restoration, maintenance, enhancement and protection of the Natural Heritage System, parks, open space and recreational amenities.

d) To facilitate the construction of a range of housing types and the construction of accessible, *assisted, special needs* or *affordable housing*.

e) To upgrade and improve municipal *infrastructure* such as sanitary sewers, storm sewers, watermains, roads and sidewalks.

f) To enhance the *public realm.*

g) To improve pedestrian and bicycle circulation and accessibility for all persons.

h) To facilitate *transit supportive* land uses and improve the quality of, and accessibility to, transit facilities.

i) To facilitate the ongoing viability, revitalization and *development* of growth areas as identified by the *City*, and other areas that *may* require community improvement.

j) To foster the long term economic viability of the Agricultural System and of individual *agricultural operations* through the development of *agricultural, agriculture-related* and *on-farm diversified uses.*

k) To minimize or mitigate land use conflicts, and to protect *normal farm practices* and the *right to farm.*

l) To facilitate the revitalization of *Rural Settlement Areas*.

m) To improve environmental and energy consumption conditions.

n) To facilitate and promote economic and cultural development.

12.1.15(2) POLICIES

a) *Community Improvement Project Area(s)* will be designated by by-law where the boundary of which *may* be all or part of the City of Burlington.

b) *Community Improvement Plan(s)* may be prepared, adopted and implemented within a designated *Community Improvement Project Area(s),* pursuant to The Planning Act and the Community Improvement policies set out in this Plan. The *City* and the Region of Halton will participate in the preparation and implementation of community improvement programs.

c) *Community Improvement Plans* may include programs to facilitate municipal and private sector improvements that address identified objectives of *Community Improvement Project Areas.*

d) Criteria for designation of *Community Improvement Project Areas* will be based on one or more of the following conditions being present:

(i) vacant *lots* and underutilized properties and buildings which have potential for *intensification* or expansion to better utilize the land base or the public *infrastructure*;

(ii) high commercial vacancy rates;

(iii) known or perceived environmental contamination;

(iv) other barriers to the repair, *rehabilitation* or *development* of underutilized land and/or buildings;

(v) buildings, building facades, and/or property, including buildings, structures and lands of heritage and/or architectural significance, in need of preservation, restoration, repair, rehabilitation, energy efficiency, renewable energy and/or sustainability improvements, or

development;

(vi) absence of an adequate mix of uses;

(vii) deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system, and/or watermain system, streetscapes and/or street lighting, municipal parking facilities, sidewalks, and other pedestrian facilities, cycling facilities, transit facilities, curbs, or road state of repair;

(viii) poor overall quality of the *public realm*, including but not limited to, *streetscapes* and urban design, street furniture, signage, parks and open space and/or overhead wiring;

(ix) Rural Settlement Areas with the potential for revitalization and the development of uses supportive of the Agricultural System and agri-tourism;

(x) lands within the Agricultural Land Base;

(xi) a concentration of obsolete or aging low-density land uses, vacant lots, surface parking lots and/or abandoned buildings;

(xii) deficiencies in infrastructure and public service facilities including but not limited to, public open space, municipal parks, neighbourhood parks, and indoor/outdoor recreational facilities;

(xiii) opportunities to improve the mix of housing types; and/or

(xiv) any other environmental, *sustainability*, energy efficiency or community development reason.

e) Priority for the designation of *Community Improvement Project Areas* and the preparation and adoption of *Community Improvement Plans* will be given to:

(i) those areas targeted for growth and *intensification*, in particular, Primary and Secondary Growth Areas;

(ii) Employment Growth Areas and identified Innovation Districts;

(iii) the Rural Planning Area;

(iv) those areas where the greatest number of conditions (as established in Subsection 12.1.15(2) d) of this Plan are present;

(v) those areas where one or more of the conditions (as established in Subsection 12.1.15(2) d) is particularly acute; and/or,

(vi) where one or more of the conditions (as established in Subsection 12.1.15(2) d) of this Plan) exists on a number of sites in the City.

f) In order to implement a *Community Improvement Plan* within a designated *Community Improvement Project Area*, the *City* will consider undertaking a range of actions pursuant to The Planning Act, including actions such as:

(i) offering financial incentives to encourage private sector investments supporting the objectives of the *Community Improvement Plan*;

(ii) improvements to the public realm and public facilities;

(iii) integration with other public works and/or Municipal, Regional, Provincial or Federal programs or initiatives;

(iv) utilization of the community benefit provisions of The Planning Act, as a way of assisting in the achievement of Community Improvement objectives;

(v) establishment of a Demolition Control Area By-Law; and/or

(vi) preparation of urban *design guidelines* and property standards by-laws.

g) In the preparation of a *Community Improvement Plan,* and any subsequent amendments, the *City* will solicit the input of public bodies and agencies, residents, property owners and other stakeholders pursuant to The Planning Act.

h) All initiatives undertaken as part of *Community Improvement Plans* will conform with the policies contained in this Plan, all other relevant legislation, regulations and other related municipal policies and by-laws.

i) The *City* will be satisfied that its participation in community improvement activities will be within the financial capabilities of the *City.*

12.1.16 PARKLAND DEDICATION

12.1.16(1) OBJECTIVE

a) To acquire lands for park purposes that are beneficial to the entire community.

12.1.16(2) POLICIES

a) Parkland dedication from residential *development shall* be required as a condition of *development*. The amount of land *shall* be determined on the following basis:

(i) for low density residential *development*, with a proposed density of less than fifteen (15) units per *net* ha, parkland *shall* be dedicated at the rate of five (5) percent of the land area;

(ii) for low or medium density residential development, with a proposed

density of fifteen (15) to fifty (50) units per net ha, parkland shall be dedicated at the rate of one (1) ha per three hundred (300) units; and

(iii) for high density residential *development*, with a proposed density greater than fifty (50) units per *net* ha, parkland *shall* be dedicated at the rate of one (1) ha per three hundred (300) units.

b) Parkland dedication from new commercial, *industrial* and office *development* and certain *institutional development* defined by by-law, *shall* be based on a rate of two (2) percent of the land area.

c) Parkland dedication from mixed use *development shall* be determined as follows: for the residential component of the *development*, park dedication *shall* be on the basis of Subsection 12.1.16(2) a) of this Plan; for the commercial, *industrial* and *institutional* component of the *development*, parkland dedication *shall* be two (2) percent of the land area for the percentage of the *total floor area* used for non-residential uses.

d) The payment of money equal to the value of the land otherwise required to be conveyed for parks *may* be required at the discretion of the *City*, in accordance with the Park Dedication Bylaws in effect.

e) Lands required for drainage and shoreline protection purposes, Natural Heritage System protection, *hazardous lands*, *hazardous sites* and other lands unsuitable for *development, shall* not be accepted as parkland conveyance.

f) Dedication of waterfront lands for park purposes *shall* also be subject to the policies of Subsection 4.5.3(2) e) of this Plan.

12.1.17 CASH-IN-LIEU OF PARKING

12.1.17(1) OBJECTIVE

a) To enable cash-in-lieu of parking that is beneficial to the entire community and supports alternative modes of travel.

12.1.17(2) POLICIES

a) Where a proponent is required, under the Zoning By-law, to provide and/or maintain parking facilities, the *City may* require a cash payment in lieu of all or part of the parking requirements. Such funds *may* be used to support facilities for parking, transit, bicycling and walking in the surrounding area as deemed appropriate by the *City*.

12.1.18 MAINTENANCE AND OCCUPANCY STANDARDS

12.1.18(1) OBJECTIVE

a) To administer a comprehensive program for standards for maintenance and occupancy within the city.

12.1.18(2) POLICIES

a) The *City* will administer a program regarding standards for maintenance and occupancy for all or any part of the city. The program will contain requirements for the maintenance of both residential and non-residential buildings, yards and *accessory* buildings, adequacy of sewage and drainage facilities, and the maintenance of walks, passages, fences and garbage disposal facilities.

b) Standards of maintenance and occupancy will be implemented by the *City* through the Property Maintenance and Occupancy Standards By-law(s), as amended, applicable to all or any part of the city. The *City* will ensure that the by-law(s) complies with the Plan provisions regarding property maintenance and occupancy standards.

c) The *City* will require that all properties affected by by-law(s) conform to the Property Maintenance and Occupancy Standards.

d) By-laws and amendments respecting standards for maintenance and occupancy of property will be administered and enforced by Property Standards Officer(s).

e) Appeals and reviews of orders issued under the by-laws respecting standards for the maintenance and occupancy of property will be the responsibility of the Property Standards Committee.

f) The *City* will undertake further studies with respect to conditions of residential, non-residential and vacant *lots* ensuring city-wide application of the program.

12.1.19 NIAGARA ESCARPMENT PLAN AREA

12.1.19(1) OBJECTIVES

a) To ensure new development within the Niagara Escarpment Plan Area complies with the Niagara Escarpment Plan, The Niagara Escarpment Planning and Development Act and the requirements of the *City,* as applicable.

b) To permit land uses subject to the policies of the Plan, and where applicable, the appropriate policies and detailed Development Criteria of the Niagara Escarpment Plan.

12.1.19(2) POLICIES

a) All *development* within the Niagara Escarpment Plan Area *shall* meet the Development Criteria of the Niagara Escarpment Plan. In addition, a development permit *shall* be obtained prior to any *development* occurring or any other permit being issued, unless the *development* is exempt through the Development Control regulation.

b) If the use of a Zoning By-Law or Holding Zone is proposed within the Niagara Escarpment Plan Area, the related permitted uses *shall* conform to this Plan and the Niagara Escarpment Plan.

12.1.20 INFRASTRUCTURE AND DEVELOPMENT AGREEMENTS

12.1.20(1) OBJECTIVE

a) To ensure the costs of new *infrastructure* are shared equitably among the benefiting parties.

12.1.20(2) POLICIES

a) A Master Servicing Agreement, signed by the benefiting major parties involved in *development may* be required to be submitted and approved by the *City* and the Region of Halton as a condition of zoning and or subdivision approval. Such an agreement *shall* be based on the findings of a Site Servicing Master Plan, the Comprehensive Storm Water Management Plan and any other studies deemed necessary by the *City.* Such agreement will ensure that the necessary approvals and the required contributions of funds and lands and commitments for *infrastructure* and *public service facilities* will be in place and operative prior to or, coincident with, occupancy and use of land, for the following:

(i) *public service facilities,* including public open spaces;

(ii) *water;*

(iii) *waste water;*

(iv) *storm water management;*

(v) *road infrastructure and widenings; and*

(vi) *other utilities.*

b) If difficulties or undue delays are encountered with respect to the preparation and/or signature of Master Site Servicing and/or Master Storm Water Management Agreements described in Subsection 12.1.20(2) a) of this Plan, the *City may* be requested to attempt to resolve such difficulties or delays.

Where resolution of such problems is not deemed feasible by the *City* or is not possible even with the *City*'s intervention, the *City may* approve alternative mechanisms to satisfy the intent of the applicable policy.

12.1.21 STRATEGIC INVESTMENT AREAS

12.1.21(1) OBJECTIVES

a) To establish an approach for addressing identified barriers or constraints to *intensification* or to facilitate population and *employment* growth in accordance with the *City's* strategic priorities.

12.1.21(2) POLICIES

a) In cases where existing or planned *infrastructure* and public service capacity is deficient, the *City*, by resolution of Council, may identify one or more Strategic Investment Areas within the city.

b) Strategic Investment Areas *may* be identified within the Primary, Secondary or Employment Growth Areas identified in Schedule B-1: Growth Framework, of this Plan.

c) A Strategic Investment Area will be the focus for the use of innovative financial, economic development or planning tools available to the City in order to assist with overcoming identified barriers or constraints to intensification.

d) A Strategic Investment Area may include, but will not be limited to, the following tools:

(i) differential development charges;

(ii) Community Improvement Plans;

(iii) community benefits;

(iv) public/private *infrastructure* agreements, including front-ending agreements;

(v) area-specific plans;

(vi) *City*-initiated land acquisition/*development;*

(vii) *City*-initiated Official Plan and/or Zoning By-Law amendments;

(viii) community planning permit systems; and/or

(ix) economic development strategies.

12.1.22 DELEGATED AUTHORITY

12.1.22(1) OBJECTIVES

a) To delegate to staff the authority to pass minor by-law amendments under Section 34 of The Planning Act that are of a minor nature, in accordance with Section 39.2 of The Planning Act, and the *City's* Delegated Authority By-law.

b) To delegate to staff the authority to make certain technical changes to an Official Plan of the City, without an amendment.

12.1.22(2) POLICIES

a) Delegation of authority to pass minor by-law amendments under Section 34 of The Planning Act *shall* be limited to:

(i) a by-law to lift a Holding "H" Zone;

(ii) a by-law to authorize temporary use of land, buildings, or structures in a defined area;

(iii) a by-law for the purpose of housekeeping to ensure accuracy and clarity, and to assist in the consistent interpretation and application of the Zoning By-law;

(iv) a by-law for any technical changes required to ensure accuracy and clarity, and to assist in the consistent interpretation and application of the Zoning by-law such as:

a. altering the numbering, arrangement and cross-referencing of Zoning regulations;

b. correcting clerical, grammatical and spelling errors;

c. updates to address references;

d. adding technical information to maps or schedules; and/or

e. changing format or presentation

(v) a by-law to permit amendments to a zoning regulation (not including the permission for land uses otherwise not permitted or changes in the Zoning designation) where no objections are received during the commenting period set out in Subsection 12.1.23(2)(b)(ii) and the proposed by-law amendments are consistent with the applicable policies of the Official Plan. In the event that any objections are received during the commenting period, staff shall report to the Committee of the Whole with a recommendation regarding the proposed by-law amendment.

b) Authority is delegated to staff to make technical changes, without a Plan amendment, that do not alter intent, meaning, or substance, as follows:

(i) alteration of the numbering, arrangement and cross-referencing of provisions;

(ii) correction of clerical, grammatical, and spelling errors;

(iii) updating of address references;

(iv) updating of agency and/or *public authority* names;

(v) removal of obsolete and/or redundant policies;

(vi) updating of schedules, tables or graphics; and

(vii) alteration of format or presentation.

12.1.23 ALTERNATIVE MEASURES

12.1.23(1) OBJECTIVES

a) To establish alternative measures used for informing and obtaining the views of the public for all notifications required by The Planning Act and The Ontario Heritage Act.

12.1.23(2) POLICIES

a) Notice of all planning and all heritage matters otherwise required by The Planning Act and The Ontario Heritage Act to be given through publication in a newspaper, *shall* be given through publication on the *City's* webpage and will not be published in a newspaper. In all other respects, the standard notice provisions of The Planning Act and The Ontario Heritage Act *shall* apply.

b) The *City shall* use the following alternative measures for minor by-law amendments as referred to in subsection 12.1.22(2)a):

(i) Notice of a proposed minor by-law amendment will be provided in accordance with subsection 12.1.23(2)a);

(ii) A commenting period of not less than 20 days *shall* be applied to a proposal for a minor by-law amendment;

(iii) All submissions made in writing from the public will be considered when making a decision regarding a minor by-law amendment; and

(iv) A statutory public meeting will not be required prior to the approval of a minor bylaw amendment.

12.2 INTERPRETATION

The Official Plan represents the policy of the *City* with respect to land use and related matters. This Plan is to be read in its entirety and all policies are to be considered and balanced in its implementation.

The Plan includes both numbered policies and explanatory text. The explanatory text provides clarity and intent to the numbered policies. The Plan also includes illustrative figures and statutory schedules. Illustrative figures are provided to guide the interpretation of this Plan, whereas schedules form part of the policy of this Plan.

12.2.1 OBJECTIVE

a) To provide guidance in the interpretation of the objectives, policies, illustrative figures and schedules of the Plan.

12.2.2 POLICIES

a) The Official Plan *shall* be read in its entirety and all relevant policies *shall* be considered and balanced when implementing this Plan.

b) The objectives are part of this Plan and assist in understanding the intent of the policies. In the event of ambiguity or conflict in the policies of this Plan for specific circumstances, the preamble *shall* provide interpretative guidance.

c) The objectives and policies presented in Chapters 1 to 7 inclusive and Chapters 11 and 12 of this Plan, unless otherwise specified, apply to the entire Plan area.

d) The objectives and policies presented in Chapters 8, 9 and 10 of this Plan, unless otherwise specified, apply only to the lands so designated on the City System, Urban Structure and the Land Use Plan schedules.

e) The designations and other areas identified on Schedules A to N of the Plan are intended to show general areas. The boundaries are approximate and are subject to interpretation at the time of implementation of the Plan, except for those boundaries established by well-defined features such as railways, highways and roads, *utility* corridors, property boundaries or where specifically defined in an *area-specific plan* or in this Plan.

f) Notwithstanding Subsection 12.2.2 e) of this Plan, the Growth Framework area boundaries, as identified on Schedule B-1: Growth Framework, of this Plan, are static. However, boundaries *may* be subject to interpretation by the *City* where a proposed *development* or *lot* consolidation crosses more than one Growth Area. In such instances, where the proposed *development* or *lot* consolidation involves a property immediately adjacent to a Major Arterial,

Multi-Purpose Arterial, Urban Avenue, Main Street or Industrial Connector Street, as shown on Schedule O-1: Classification of Transportation Facilities – Urban Area, Schedule O-3: Classification of Transportation Facilities – Downtown Urban Centre, or Schedule O-4: Classification of Transportation Facilities – Uptown Urban Centre, of this Plan, the *City may* extend the most *intensification* permissive area to the entire site(s).

g) The text of this Plan *shall* be used to interpret and clarify the schedules. In the case of a discrepancy between the policies and the related schedule, the policies will take precedence.

h) Where the intent of this Plan is maintained, minor boundary adjustments will not require amendment to this Plan, unless more specific direction is provided by this Plan. Consideration of such an adjustment will include a review of:

(i) the existing Zoning By-law;

(ii) prevailing *lot* depths;

(iii) lotting pattern and orientation and natural features, such as *watercourses*; and

(iv) land use patterns.

In cases where more certainty is required, the *City may* require the development of area-specific mapping, adopted through amendment to this Plan.

i) Permitted uses listed for each land use designation are only permitted subject to the following:

(i) the site is not considered *hazardous lands* or a *hazardous site* or subject to soil *contamination;*

(ii) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region of Halton; and

(iii) *development* meets all applicable statutory requirements, including regulations, policies of the Regional Official Plan, this Plan, zoning by-laws and municipal by-laws.

j) Where lists or examples of permitted uses are provided in Chapters 8, 9 and 10 of the Plan, they are intended to indicate the possible range and type of uses that *may* be considered. Specific uses that are not listed, but are considered by the *City* to be similar to the listed uses and to conform to the general intent of the applicable land use designation, *may* be recognized as a permitted use.

k) The zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development* density or *intensity* at every location, based on site-specific factors that *may* include, but not be limited to, *compatibility*, *physical character* and urban design considerations, traffic, land use compatibility, *negative impacts* on the Natural Heritage System, environmental factors such as soil *contamination, hazardous lands, hazardous sites* or any other site constraints.

l) Minor variations from numerical requirements in the Plan *may* be permitted without a Plan amendment, provided the general intent of the Plan is maintained.

m) [Subsection not in use]

n) For an accurate reference to the City of Burlington Official Plan and/or subsequent amendments thereto, the Certified True Copy lodged with the *City* Clerk should be consulted.

o) In cases where there is a conflict between site-specific or *area-specific plan policies* and general policies, the site-specific or *area-specific plan policies shall* prevail.

p) Although the land use designations of this Plan are intended to be conceptual in nature, in cases where a parcel of land contains two separate land use designations, the policies of each designation *shall* apply only to the portion of the property so designated.

q) Illustrative figures such as graphics and photos are not part of this Plan, but are included only for the purpose of illustration.

r) Certain words throughout the Plan are defined either through policy, defined geographically on a Schedule to this Plan, or are italicized and included in Chapter 13: Definitions, of this Plan. For all other words found in this Plan, the standard meaning is implied.

s) The appendices to this Plan contain additional information and do not constitute part of this Plan; however, they are applicable in implementing the Plan policies. These appendices may be amended from time to time by the *City* without requiring a formal amendment to this Plan.

t) Both the appendices to this Plan and other guidelines and policies as adopted by the Province, Region or *City* from time to time, which are not specifically referenced in the appendices to this Plan, *may* be used as part of the consideration of *development* proposals.

u) On October 20, 2024, the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, 2019 were revoked and a new

Provincial Planning Statement was enacted. However, the Provincial Policy Statement and the Growth Plan will continue to apply where the Greenbelt Plan refers to them, to maintain existing protections for the Greenbelt.

Until this Plan has been revised to reflect the updated Provincial policy framework, a reference to the Provincial Policy Statement or the Growth Plan in relation to lands located outside of the Greenbelt Plan area, as shown on Schedule A-1: City System - Provincial Land Use Plans and Designations, of this Plan, *shall* be interpreted in accordance with section 1.3, of this Plan

Within the Greenbelt Plan area, and outside of the Niagara Escarpment Plan area, a reference to the Provincial Policy Statement or the Growth Plan *shall* be interpreted as a reference to the Provincial Policy Statement or the Growth Plan, respectively, as they read immediately before revocation.

v) On July 1, 2024, through changes to The Planning Act, the Province identified the Region of Halton as an "upper-tier municipality without planning responsibilities". As a result, the Regional Official Plan is no longer an official plan for the Regional Municipality of Halton.

Instead, it has been deemed an official plan of each of the lower-tier municipalities in Halton (City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville), until it is revoked or amended by the respective municipality.

Until this Plan has been revised to reflect the transition of Regional planning responsibilities, any reference to the Regional Official Plan and its requirements *shall* be interpreted as a reference to an official plan/requirement of the City of Burlington and the two Plans *shall* be read as companion documents.

w) On October 31, 2025, the Province announced its intention to consolidate Ontario's 36 conservation authorities into regional conservation authorities. These proposed changes include the potential consolidation of Conservation Halton into the "Western Lake Ontario Regional Conservation Authority".

Until this Plan has been revised to reflect future changes to conservation authority names and boundaries, any reference to Conservation Halton *shall* be interpreted as a reference to the applicable authority name and boundaries established under the Conservation Authorities Act.

12.3 MONITORING

The *City* recognizes the importance of information to support sound and effective decision making and priority setting. Monitoring is essential to the implementation of this Plan and will help measure the success of the Plan, allow the *City* to respond to new trends and to continuously improve the effectiveness of the Plan.

12.3.1 GENERAL OBJECTIVES

a) To evaluate the effectiveness of this Plan's policies over time and ensure that its objectives remain valid or respond to changing circumstances, as appropriate.

b) To develop a series of indicators to provide an effective means of monitoring the policies and objectives of this Plan.

c) To establish and maintain a growth management monitoring program to assess the adequacy of the policies of this Plan and to measure their success in managing population and *employment* growth.

d) To monitor housing in the city to assess the effectiveness of the policies of this Plan in addressing local housing needs.

e) To monitor the state of the environment of the city to assess the effectiveness of policies on *sustainable development* and environmental protection, as well as meeting the Hamilton Harbour Remedial Action Plan targets.

f) To provide consultation on the effectiveness of policies and the early identification of new issues.

g) To analyze the effectiveness of the policies within the Plan with other plans adopted by the *City*, including, but not limited to, the Strategic Plan and Transportation Plan.

12.3.2 GENERAL POLICIES

a) At least once every ten (10) years the *City* will review the Plan, which will include a public meeting required under The Planning Act. This review will determine if:

(i) the policies and targets of the Plan are being met;

(ii) the objectives and policies of the Plan remain valid and realistic in view of changing social, economic, environmental and technological circumstances;

(iii) the policies of the Plan are adequate for the achievement of its

strategic directions and objectives; and

(iv) policy components that will require further research and amendment will be considered, as required.

12.3.2(1) GROWTH MONITORING

12.3.2(1.1) POLICIES

a) In conjunction with the Region of Halton, the *City* will regularly monitor the type and distribution of growth occurring in the city to assist with *infrastructure,* transit, growth management and land use decision making.

b) A framework will be developed for monitoring growth to measure progress towards achieving the policies outlined in this Plan to include, among other things:

(i) population and employment growth;

(ii) population and employment densities;

(iii) residential and employment intensification;

(iv) employment and housing mix; and

(v) residential and non-residential *development* activity.

12.3.2(2) HOUSING MONITORING

12.3.2(2.1) POLICIES

a) The *City* will regularly monitor housing in the city to assess the effectiveness of this Plan's housing policies in addressing local housing needs.

b) In conjunction with the Region of Halton, the *City* will monitor new housing units by density type as well as *assisted* and *affordable housing*, based on targets established in the Regional Official Plan.

12.3.2(3) ENVIRONMENTAL MONITORING

12.3.2(3.1) POLICIES

a) Once each Council term, the *City* will prepare a State of the Environment Report to serve as background information for the comprehensive review of the Strategic Plan and *may* engage a citizens' advisory committee for this purpose.

b) The State of the Environment report will include, but is not necessarily limited to, Environment, Economy and Social indicators of *Sustainable Development.*

12.3.2(4) MONITORING REPORT

a) In support of this Plan's strategic directions and guiding principles, an Official Plan monitoring report will be prepared for Council on an annual basis which, at a minimum, will report on growth, *development* activity and housing in the city.

Abutting – For the purposes of Subsection 12.1.12(4.1) c) (v) of this Plan only**,** a property that physically touches or shares a common boundary with the subject property.

Accessory Building or Structure – A detached building or structure that is not used for human habitation, unless it has been approved as an *additional residential unit,* the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot.

Accessory Drive-Through – An amenity to a primary use whereby goods or services are provided, either wholly or in part, to customers located within a motor vehicle.

Accessory Use – The use of any land, building or structure which is normally incidental to, subordinate to, or exclusively devoted to, the principal use located on the same *lot*.

Active Transportation – 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.

Adaptive Management Plan - An approach to managing complex natural systems by continually improving management policies and practices based on learning from the outcomes of operational programs that include monitoring and evaluation.

Additional Needs Housing - means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Additional Residential Unit(s) – A self-contained *dwelling unit* which is located within, and/or on the same *parcel of urban residential land* as a single- detached dwelling, semi-detached dwelling, townhouse unit or street townhouse unit.

Adult Entertainment – Any premises or part thereof in or on which is provided in pursuance of a trade, calling, business or occupation, or to which an admittance or other fee is required, service of an employee, entertainer or other person who exposes to view any portion of the nipple or areola of the female breast or any portion of his or her pubic hair, anus, cleft of the buttocks, penis, vulva or genitals, or any other service designed to appeal to erotic or sexual appetites or inclinations.

Adverse Effects – As defined in the Environmental Protection Act, means one or more of the following:

1. Impairment of the quality of the natural environment for any use that can be made of it;
2. Injury or damage to property or plant or animal life;
3. Harm or material discomfort to any person;
4. An adverse effect on the health of any person;
5. Impairment of the safety of any person;
6. Rendering any property or plant or animal life unfit for human use;
7. Loss of enjoyment of normal use of property; and
8. Interference with normal conduct of business.

Affordable Housing – Housing with a market price or rent that is affordable to households of low and moderate income spending no more than thirty (30) percent of their gross household income.

1. Affordable rental housing *should* meet the demand of households at the low end, as described in the Region of Halton's annual State of Housing Report. Such households would be able to afford at least three out of ten rental units on the market.
2. Affordable ownership housing *should* meet the demand of households at the high end, as identified in the Region of Halton's annual State of Housing Report. Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.

Agricultural Impact Assessment (AIA) – A study that evaluates the potential impacts of non-agricultural development on agricultural operations and the *Agricultural System* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agri-food Network – Within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

Agricultural Purposes Only - A legal restriction or listing, in a zoning by-law, official plan or Provincial plan that prohibits a dwelling on a remnant agricultural lot created through the severance of a *residence surplus to a farm operation* as a result of *farm consolidation*.

Agricultural System – A group of inter-connected elements that collectively create a viable, thriving agricultural sector. The Agricultural System has two components:

1. An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas,* that creates a continuous productive land base for *agriculture*;
2. An *agri-food network* which includes *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agriculture or Agricultural Operation or Agricultural Use or Farm or Farming – The growing of crops, including nursery, biomass and horticultural crops (but not *horticultural trade use*); raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agriculture-Related Uses – Farm-related commercial and farm-related *industrial* uses that are directly related to farm operations in the area, support *agriculture,* benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity.

Agri-tourism Uses – Those farm-related tourism uses, including limited accommodation such as a *bed and breakfast,* that promote the enjoyment, education or activities related to the farm operation.

Alternative Energy System – A system that uses sources of energy or energy conservation processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Amenity Area – An interior area within a residential building or an outdoor area exterior to the residential building which is designed and intended primarily for the leisure and recreation of the occupants of the building.

Ancillary Employment Use – The use of any land, building or structure which is subordinate to uses in the surrounding *Employment Area* and primarily provides its service to the uses, businesses and employees in the surrounding *Employment Area*. An *ancillary employment use* could include accessory retail and *service commercial* uses as defined in subsection 8.2.2 c) of this Plan, recreational uses as defined in subsections 8.2.2 d) and 8.2.2 e) of this Plan, as well as *public service facilities* and *institutional* uses such as emergency service facilities, trade schools, other adult education facilities and post-secondary education facilities.

Animal Kennel – A building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.

Archaeological Resource –Includes artifacts, archaeological sites and marine archaeological sites, as defined under The Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with The Ontario Heritage Act.

Areas of Archaeological Potential –Areas with the likelihood to contain *archaeological resources*. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.

Areas of Natural and Scientific Interest – Areas of land and water containing natural landscapes or features that have been identified as having provincially *significant* life science or earth science values related to protection, scientific study or education.

Area-Specific Plan – A plan applying to a specific geographic area. An *area-specific plan* can include a variety of studies and contains specific policies to guide future *development* which can form the basis of an amendment to an Official Plan. For the purposes of The Planning Act an area-specific plan shall constitute a secondary plan.

Assisted Housing – Housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

Automotive Commercial – Uses involving the sale of automobiles and the repair and maintenance of automobiles and the sale of gasoline or similar products and shall include *small* and *large scale motor vehicle dealerships*, motor vehicle repair garages, car washes and service stations.

Bed and Breakfast – Sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the travelling or vacationing public within an existing single dwelling that is the principal residence of the proprietor.

Bluefield - Previously developed property that is not contaminated. *Bluefields* are usually, but not exclusively, former *institutional uses* or *public service facilities* that *may* be underutilized, derelict or vacant.

Brownfield Site – An undeveloped or previously developed property that *may* be *contaminated*. *Brownfield sites* are usually, but not exclusively, former industrial or commercial properties that *may* be underutilized, derelict or vacant.

Bruce Trail Access Point - Property managed and/or acquired in whole or in part for the purpose of providing public access to the Bruce Trail, (e.g., parking areas).

Buffer – An area of land located adjacent to *Key Natural Features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration.* The purpose of the *buffer* is to protect the features and ecological functions of the

Natural Heritage System by mitigating impacts of the proposed *development* or *site alteration.* The extent of the buffer and activities that *may* be permitted within it shall be based on the sensitivity and significance of the *Key Natural Features* and *watercourses* and their contribution to the long term ecological functions of the Natural Heritage System as determined through a Sub-Watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

Building Cluster –A group of inter-related buildings that are located in close proximity on a property.

Built Heritage Resource – A building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of The Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

Campground – An area used for a range of overnight camping experiences, from tenting to trailer sites, including *accessory* facilities such as administration offices, laundry facilities, washrooms to support the use, but not including the use of mobile homes, trailers or other forms of moveable shelter on a permanent year-round basis.

Cemetery – Land that has been established as a *cemetery* under The Funeral, Burial and Cremation Services Act or under a predecessor or successor of that Act, and in respect of which a certificate of consent issued by the registrar is registered in the land registry office; or land that is otherwise set aside to be used either for the interment of human and/or animal remains, or for both of these purposes, but does not include a *crematory.*

City – The Council of the Corporation of the City of Burlington; or alternatively, where an approval power has been delegated by the City of Burlington Council, the delegated approval authority, or the administration of the Corporation of the City of Burlington.

Coastal Wetland –(1) Any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or (2) Any other *wetland* that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located two (2) km upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

Commercial Agricultural Operation – A farm operation which is deemed to be viable and which normally produces sufficient income to support a farm family.

Community Garden – A piece of land operated by the *City*, an individual or a group of people which is used collectively by a group of people for the growing of produce through individual or shared plots.

Community Improvement Plan – A plan adopted and approved under Section 28 of The Planning Act for community improvement of a *community improvement project area.*

Community Improvement Project Area – A municipality or an area within a municipality, the community improvement of which, in the opinion of Council, is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Compact Built Form – 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*.

Compatible or Compatibility – *Development* which *may* not necessarily be the same as or similar to existing or planned development in the vicinity, but nonetheless can co–exist without causing adverse impacts to the surrounding area.

Complete Communities– 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.

Complete Street – 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 enhancing the *public realm* and encouraging *sustainable* growth patterns.

Conservation or Conserved – The identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in

a manner that ensures their cultural heritage value or interest is retained under The Ontario Heritage Act. This *may* be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/ or cultural heritage impact assessment or *cultural heritage landscape* impact assessment. Mitigative measures and/or alternative *development* approaches can be included in these plans and assessments.

Contaminated Site – A site at which hazardous substances occur at concentrations above background levels and where assessment shows it poses, or is likely to pose, immediate or long-term *adverse effects* to human health or the natural environment.

Context Sensitive Design – An approach for the design of the public right-of-way to respond to the needs of all users, the neighbouring communities, and the environment. It integrates projects into the context or setting through careful planning, considering different perspectives through collaboration, and ensuring flexibility in design so that transportation projects consider the natural, social, economic, and cultural environment.

Creative Cultural Industries – Retail, service commercial, industrial, entertainment or *institutional uses* involved in the creation, production, manufacturing and distribution of cultural goods or services. This includes everything from theatrical costume making to creative software design.

Crematory – A building fitted with appliances for the purpose of cremating human remains that has been approved or consented to as a crematorium in accordance with The Funeral, Burial and Cremation Service Act or of a predecessor or successor of that Act that related to *cemeteries*, and includes everything necessarily *accessory* thereto.

Culture – A set of distinctive spiritual, material, intellectual and emotional features of society or a social group, and it encompasses, in addition to arts and literature, lifestyles, ways of living together, value systems, traditions and beliefs.

Cultural Heritage Landscape – A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their inter-relationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under The Ontario Heritage Act; villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

Cultural Heritage Resources –*Built heritage resources*, *cultural heritage landscapes* and *archaeological resources* that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some *cultural heritage resources* may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Cultural Resources – Human or material assets that contribute to or participate in the creation, documentation, and/or dissemination of cultural activities or products.

Cumulative Impact –The combined direct and indirect effects resulting from the incremental activities of *development and site alteration* over a period of time and over an area. All past, present and foreseeable future activities are to be considered in assessing *cumulative impact*.

Daylight Triangle - Areas providing clear visibility for safe vehicular movement between streets, driveways, and other intersections. Daylight triangles also present an opportunity for enhancing the street and integrating several modes of transportation safely.

Delineated Built Boundary - The limits of the developed urban area as defined by the Province in consultation with affected municipalities for the purpose of measuring the minimum intensification targets in this Plan.

Delineated Built-Up Area –All land within the *delineated built boundary*.

Department Store – A retail establishment more than four thousand seven hundred and fifty (4,750) sq. m. in area, primarily engaged in retailing a wide range of products, with each merchandise category or product group constituting a separate department within the store. Some departments *may* be operated on a concession basis.

Design Guidelines – A set of design statements to guide land *development* to achieve a desired level of design quality for the elements of the physical environment.

Designated Greenfield Area – Lands within *settlement areas* (not including *Rural Settlement Areas* but outside of *delineated built-up areas* that have been designated in an official plan for *development* and are required to accommodate forecasted growth to the horizon of this Plan.

Designated Vulnerable Area – areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development –The creation of a new *lot*, a change in land use, or the construction of buildings and structures requiring approval under The Planning Act, but does not include:

1. activities that create or maintain *infrastructure* authorized under an environmental assessment process; or

2. works subject to The Drainage Act.

Development Application – Formal request to the City of Burlington and/or Region of Halton, for an Official Plan amendment, zoning by-law amendment, site plan approval, land conveyance, minor variance approval, plan of subdivision, plan of condominium, part-lot control application, Niagara Escarpment development permit application, or Parkway Belt regulation application.

Development Capacity – The capacity of a *watershed* to support use or change in use without *negative impact* on the Greenbelt and Natural Heritage Systems.

Development Envelope – In the Rural Area outside *Rural Settlement Areas*, the area occupied by a single-detached dwelling and associated *amenity area*, *accessory* uses, on-site services, vehicular access and parking.

Dwelling Unit –A self-contained room or suite of rooms operated as a housekeeping unit and located in a building or structure and used or intended for use as residential premises by one household and which contains kitchen and bathroom facilities that are intended for the exclusive use of that household, except in the case of an *institutional* residential use, in which case a *dwelling unit shall* mean a room or suite of rooms used or intended for use as residential premises with or without exclusive kitchen and/or bathroom facilities. *Long-term care facilities* are excluded from this definition.

Dynamic Beach Hazard – Areas of inherently unstable accumulations of shoreline sediments along the Great Lakes–St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flooding hazard* limit plus a dynamic beach allowance.

Ecological Functions – The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These *may* include biological, physical and socio-economic interactions.

Ecological Integrity - Which includes hydrological integrity, means the condition of *ecosystems* in which: the structure, composition and function of the *ecosystems* are unimpaired by the stresses from human activity; natural ecological processes are intact and self-sustaining; and the *ecosystems* evolve naturally.

Eco-Industrial Development - Where a "green" approach has been taken towards *infrastructure* and *development* of the site that enhances environmental, economic, and social performance through collaborative strategies such as coordination of

energy and water exchange between users, shared utilities (waste management, energy supply, water supply), shared logistics and shipping & receiving facilities, shared parking, use of innovative green technologies, green buildings and site design and district energy systems.

Ecosystem – Systems of plants, animals, and micro-organisms, together with the non-living components of their environment and related ecological processes, essential for the functioning of the biosphere in all its diversity.

Employment Area – Areas for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities. The employment area refers to the Region of Halton Employment Area as identified in Schedule B: Urban Area – Land Use Plan.

Employment – The use of lands for business and economic activities, including, but not limited to, manufacturing, warehousing, offices and *ancillary employment uses*, but does not include retail and *service commercial* uses unless they are an *ancillary employment use*.

Encourage – Reasonable efforts are made to accommodate the desired result.

Endangered species – means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List as updated and amended from time to time.

Enhancements to the Key Natural Features – Ecologically supporting areas adjacent to *Key Natural Features* and/or measures internal to the *Key Natural Features* that increase the ecological resilience and function of individual *Key Natural Features* or groups of *Key Natural Features* or of the Natural Heritage System.

Entertainment Use – Any place devoted to the presentation of live entertainment and performances or for the commercial showing of films, including such facilities as movie theatre, dinner theatre, supper club or cabaret, but *shall* not include a night club, *adult entertainment* establishment, gaming establishment, or video game & pinball machine arcade.

Environmental Site Assessment – The evaluation of a property for contamination or environmental hazards. Generally, Environmental Site Assessments are conducted in two phases as outlined by The Environmental Protection Act:

1. Phase One Environmental Site Assessment means an assessment of property for potential contamination or environmental hazards to determine the likelihood that one or more contaminants have affected all or part of the property;
2. Phase Two Environmental Site Assessment means an assessment of property by or under the supervision of a qualified person to determine the location and concentration of one or more contaminants in the natural environment.

Erosion Hazard – The loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the one hundred (100)-year erosion rate (the average annual rate of recession extended over a one hundred (100) year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Escarpment Brow – The uppermost point of the Escarpment slope or face. It *may* be the top of a rock cliff, or where the bedrock is buried, the most obvious break in slope associated with the underlying bedrock.

Escarpment Environment: The physical and natural heritage features, *cultural heritage resources*, and *scenic resources* associated with the Escarpment landscape.

Essential – That which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process.

Essential Emergency Service – Services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Existing Use – The use of any land, building or structure legally existing, or approved under a Parkway Belt land use regulation, on the day of adoption of this Plan or the amendment to this Plan giving effect to the subject section by the *City,* or, in the case of the Niagara Escarpment Plan Area, the day of approval of the Niagara Escarpment Plan or an amendment to that Plan or, in the case of the Greenbelt Plan, a use which lawfully existed on December 15, 2004. An *existing use*, building or structure *may* expand or be replaced in the same location and of the same use in accordance with the Zoning By-law. For the purpose of *horticultural trade uses*, they are considered *existing uses* provided that they are recognized as legal uses under the Zoning By-law or through the issuance of a development permit by the Niagara Escarpment Commission; such a process must commence within one year and be completed within five years of *City* Council adoption of the Amendment introducing such uses in the Halton Region Official Plan.

Farm or Farming – See *Agriculture.*

Farm Consolidation - The acquisition of additional farm parcels to be operated as one *farm operation.*

Farm Market – Multiple vendors engaged in the retailing of agricultural products, a portion of which are locally produced.

Fish Habitat – As defined in The Fisheries Act, c. F-14, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Fisheries Management – The management of *fish habitat* and fish population for the purpose of sustaining and improving the quality and quantity of fish.

Flex Street - Those portions of a *City* public-right-of-way used primarily for vehicular activities which are designed so as to function either wholly or partially, as desired, for vehicular-centric activities and/or pedestrian, public gathering and/or public event functions through the use of design elements including, but not limited to, bollards, flexible on-street parking configurations, pavement materials, enhanced streetscapes and/or modified curbs.

Flooding Hazard – The inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

1. Along the shoreline of Lake Ontario, the flooding hazard limit is based on the one hundred year flood level plus an allowance for *wave uprush* and other water-related hazards;

2. Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:

   i. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over *watersheds* in the general area;

   ii. the one hundred (100) year flood; and

   iii. a flood which is greater than 1. or 2. which was actually experienced in a particular *watershed* or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Province;

   (except where the use of the one hundred (100) year flood or the actually experienced event has been approved by the Province as the standard for a specific *watershed* where the past history of flooding supports the lowering of the standard.)

Floor Area Ratio – The ratio of the total floor area of a building or buildings to the net area of the *lot* on which the building or buildings are located. For example, a floor area ratio (FAR) of 2.0 would indicate that the total floor area of a building could be up to two (2) times the net area of the *lot* on which it is located.

Forest Management or Forestry –The wise use and management of forests for the production of wood and wood products; to provide outdoor recreation; to maintain, restore, or enhance environmental conditions for wildlife; and for the protection and production of water supplies.

Frequent Transit - A public transit service that runs at least every fifteen (15) minutes in both directions, typically seven (7) days per week throughout the day and early evening, with variations in service depending on local conditions.

Frequent Transit Corridors –A priority component of the city-wide public transit network. The long-term *frequent transit corridors* consist of the following two components, as identified on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan:

1. *Frequent Transit Corridors* have existing and/or planned land uses, and street design conditions to enable a frequent service.
2. Candidate *Frequent Transit Corridors* have some of the existing and/or planned land uses and street design conditions which *may* enable a frequent service in the future.

Garden Suite – A temporary one (1)-unit detached residential structure containing bathroom and kitchen facilities that is *accessory* to an existing residential structure and that is designed to be portable.

Golf Course – A public or private area laid out, operated or used for the purpose of playing or practicing the game of golf, including a golf driving range, and *accessory uses*.

Greyfield – Previously developed property that is not *contaminated. Greyfields* are usually, but not exclusively, former commercial properties that *may* be underutilized, derelict or vacant.

Green Infrastructure – Natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as *natural heritage features* and systems, parklands, storm water management systems, street *trees*, urban forests, natural channels, permeable surfaces and green roofs.

Ground- Oriented Dwelling – A *dwelling unit* which is designed to be accessible by direct access from the ground or by means of stairways. Buildings containing *ground oriented housing units* usually do not exceed three storeys in height.

Groundwater Features – Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Group Home – A single housekeeping unit supervised by staff on a daily basis which provides special care and treatment to persons for physical or mental deficiency, physical handicap or other such cause. A *Group Home shall* be funded, licensed, approved, or supervised by the Province of Ontario under a general or specific Act.

Habitat of Endangered Species and Threatened Species – Habitat within the meaning of Section 2 of The Endangered Species Act, 2007.

1. With respect to a species listed as an endangered or threatened species under The Endangered Species Act, the area prescribed as the habitat of that species under The Endangered Species Act; or
2. With respect to any other species listed as an endangered or threatened species under The Endangered Species Act of the Province of Ontario or under the Federal Species at Risk Act., an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Province; and
3. Places in the areas described in clause (1) or (2), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.

Hazardous Lands – Property or lands that could be unsafe for *development* due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard, erosion hazard* or *dynamic beach hazard* limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits.

Hazardous Sites – Property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These *may* include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography.)

Hazardous Substances – Substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Healthy Communities – Communities: (1) that foster among their residents a state of physical, mental, social and economic well-being; (2) where residents take part in, and have a sense of control over, decisions that affect them; (3) that are physically designed to minimize the stress of daily living and meet the life-long needs of their residents; and (4) where employment, social, health, educational, and recreational and cultural opportunities are accessible to all segments of the community.

Heritage Attributes –The principal features or elements that contribute to a *protected heritage property*'s cultural heritage value or interest, and *may* include the property's built, constructed, or manufactured elements, as well as natural

landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a *protected heritage property*).

Higher Order Transit – Transit that generally operates in partially or completely dedicated right-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher Order Transit* can include heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way.

Home Industry –In the Rural Area, a use providing a service primarily to the rural *farming* community and which is *accessory* to a single detached dwelling or *agricultural* operation, performed by one or more residents of the household on the same property. A *home industry may* be conducted in whole or in part in an *accessory* building and *may* include an *animal kennel*, a carpentry shop, a metal working shop, a welding shop, an electrical shop, or blacksmith's shop, etc. but does not include an auto repair or paint shop or furniture stripping.

Home Occupation – In the Rural Area, an activity that provides a service as an *accessory* use within a single detached dwelling or in an addition to the dwelling or in an *accessory building* not further than thirty (30) m away from the dwelling and serviced by the same *individual on-site water services* and *individual on-site sewage services*, performed by one or more residents of the household on the same property. In the Urban Area, an activity that provides a service as an *accessory use* within a *dwelling unit* or in an *accessory building*. Such activities *may* include services performed by an accountant, architect, auditor, dentist, medical practitioner, veterinarian, engineer, insurance agent, land surveyor, lawyer, realtor, planner, hairdresser, desk top publisher or word processor, computer processing provider, teacher or day care provider. Other occupations may also include dressmaking, upholstering, weaving, baking, ceramic-making, painting, sculpting and the repair of personal effects.

Housing Impact Statement – A consideration of the details established in the policies of Subsection 3.1.1(2) i) of this Plan which will be used to encourage and monitor the diversity of housing stock and support the development of a city-wide housing strategy, but will not be used to evaluate whether a *development application* is approved or not.

Human Scale – The proportional relationship of the physical environment to human dimensions, acceptable to public perception and comprehension in terms of the size, height, bulk, and/or *massing* of buildings or other features of the built environment.

Hydrologic Function – The functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment, including its relation to living things.

Impacts of a Changing Climate - The present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Individual on-site Sewage Services – means sewage systems, as defined in O. Reg. 332/12 under the Building Code Act, 1992, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site Water Services – means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Individual Retail and Service Commercial Units – are individual spaces within the ground floor of a building that can be rented or sold individually to a retail or service commercial business. A business *may* occupy more than one adjacent retail and service commercial unit provided that the individual retail and service commercial units appear to be individual units from the public street, and if the business vacated the units, the units could be re-leased or sold individually.

Industrial – Assembling, fabricating, manufacturing, processing, warehousing and distribution uses, repair activities, communications, *utilities,* transportation, storage, service trades and construction uses.

Infrastructure – Physical structures (facilities and corridors) that form the foundation for *development. Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Institutional Uses – For the purposes of Subsection 4.4.2(3) c) of this Plan only, are land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

For the remainder of the Plan, are private services and/or facilities which provide a public health, education, recreation and/or social service related function to residents and which can be appropriately accommodated in most areas of the city. *Institutional uses may* include, but *shall* not be limited to, places of worship, *cemeteries*, private educational facilities, private day cares or *long term care facilities*, but *shall* not include *group homes,* private medical clinics or *public service facilities.*

Intensification – The *development* of a property, site or area at a higher density (people and/or jobs) than currently exists through:

1. Redevelopment, including the reuse of *brownfields;*
2. The *development* of vacant and/or under-utilized lots within previously developed areas;
3. Infill *development*; or
4. The expansion or conversion of existing buildings.

Intensification Area – Lands identified within the Urban Area of this Plan that are intended to be the focus for accommodating growth through *intensification.*

Intensification Corridor –*Intensification Areas* identified along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher *intensity* mixed-use *development* consistent with planned transit service levels.

Intensity –The degree of *development* on a site, usually measured as the *floor area ratio.*

Interim Land Use – Generally considered to be a use that is shorter in duration than the time horizon of this Plan. It involves limited investment in buildings and structures so as not to deter potential *development* for more long term uses, or to ensure the long term protection of certain landscapes or resources in keeping with the applicable land use designation or overlay.

Key Hydrologic Areas – Include significant groundwater recharge areas, highly vulnerable aquifers and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a *watershed*.

Key Hydrologic Features – Include permanent and intermittent streams, lakes and their littoral zones, seepage areas and springs and wetlands.

Key Natural Features – Features which are important for their environmental and social values as a legacy of the natural landscapes of an area, and which are described in Subsections 4.2.2 and 4.2.3 of this Plan.

Large Building Supplies/Garden Store – A retail establishment with a minimum floor area of five thousand six hundred (5,600) sq. m., primarily engaged in the retailing of building and/or garden materials, and which *may* include the outside storage of goods and materials.

Large Furniture & Appliance Store – A retail establishment with a minimum floor area of five thousand six hundred (5,600) sq. m., primarily engaged in the retailing of new home furniture and/or appliances and home accessories, and which does not include outside storage of goods and materials.

Large Home and Auto Supply Store – A retail establishment with a minimum floor area of five thousand six hundred (5,600) sq. m., primarily engaged in retailing a general line of auto supplies, such as tires, batteries, parts and accessories, in

combination with a general line of home supplies, such as hardware, housewares, small appliances, sporting goods and lawn and garden equipment and supplies.

Large Scale Motor Vehicle Dealership – A motor vehicle dealership greater than 0.2 ha in size which contains significant outside storage and a large proportion of associated automobile repair and service facilities.

Linkage – An area providing connectivity or intended to provide connectivity within the Natural Heritage System, supporting a range of community and ecosystem processes enabling plants and animals to move between *Key Natural Features* over multiple generations. *Linkages* are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term *sustainability* of the Natural Heritage System. They are not meant to interfere with *normal farm practice.* The extent and location of the *linkages* can be assessed in the context of both the scale of the proposed *development* or *site alteration,* and the ecological functions they contribute to the Natural Heritage System.

Long Term Care Facility – A residence which provides care to meet the physical, emotional, social, spiritual and personal needs of persons. *Long Term Facilities* include any facilities licensed by the Province of Ontario under The Long-Term Care Homes Act, 2007 (LTCHA).

Lot – A parcel of land under one ownership which is established as a separate parcel of land in accordance with the lot creation sections of The Planning Act, including a parcel acquired from Her Majesty in right of Canada, Her Majesty in right of Ontario, the Regional Municipality of Halton, or the Corporation of the City of Burlington, appropriated for the exclusive use of a building or a group of buildings comprising one undertaking or enterprise, and which abuts a public street, except if it has been created as a parcel of tied land, in which case, it *may* abut a common element condominium road.

Low and Moderate Income Households – Those households defined through the Region of Halton's annual State of Housing Report, pursuant to the Region of Halton Official Plan, and in accordance with the definitions of *Affordable and Assisted Housing* under the Region of Halton Official Plan. The income thresholds for low and moderate income households *should* not be more than those as defined in the Provincial Policy Statement.

Low Impact Development – An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls, in order to mitigate the impacts of increased runoff and storm water pollution. It comprises a set of site design strategies and distributed, small scale, structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of storm water. *Low impact*

development can include: bio-swales, permeable pavement, rain gardens, green roofs and exfiltration systems. *Low impact development* often employs vegetation and soil in its design; however, that does not always have to be the case.

Low-Rise Building – A building four (4) storeys in height or less.

Major Creek or Certain Headwater Creek – As it applies to the "Significant Woodlands" definition of this Plan, all *watercourses* within a Conservation Authority Regulation Limit as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the Conservation Authority Regulation Limit to connect a *woodland* considered *significant* based on criteria (1) (2) or (3) of the "*Significant Woodland*" definition of this Plan and/or *wetland* feature within the Regional Natural Heritage System. The extent and location of *major creeks or certain headwater creeks* will be updated from time to time by the Conservation Authority and as a result *may* lead to refinements to the boundaries of *significant woodlands*.

Major Facilities – means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major Office –Freestanding *office* buildings of approximately four thousand (4,000) sq. m of floor space or greater, or with approximately two hundred (200) jobs or more.

Major Place of Worship – A building with a worship area of five hundred (500) sq. m or greater, where people assemble for religious or spiritual purposes, and *may* include *accessory* uses including administrative *offices*, child care facilities, a kitchen and food preparation area for the users of the assembly area, and a maximum of one *accessory* dwelling unit intended for persons employed by the *major place of worship*, provided that this *accessory use* is located within the same building and is subordinate to the primary use of the building as a worship area. An *accessory* community/multi-use hall used for public recreational, social, community and charitable activities *shall* be permitted within a *major place of worship.*

Major Retail - Large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

Major Transit Station Area (MTSA) – The area including and around any existing or planned *higher order transit* station, or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate five hundred (500) m to eight hundred (800) m radius of a transit station, representing about a ten (10)-

minute walk. In keeping with the policies of the Provincial Growth Plan, the final delineation of the *Major Transit Station Area* boundaries and the identification of minimum density targets, will be established by the Region of Halton through the *municipal comprehensive review* and will be implemented through a future Official Plan Amendment.

Major Trip Generator – Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., 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).

Market Housing – Private housing for rent or sale, where price is set through supplies and demands in the open market.

Massing – The overall bulk, size, physical volume, or magnitude of a structure or project.

May –There is discretion and flexibility or that criteria are to be satisfied in the application of an Official Plan policy.

Meander Belt Allowance – The setback that keeps *development* from being affected by river and stream meandering (this includes the allowance for the one hundred (100)-year erosion rate.)

Mid-Rise Building – A building five (5) to eleven (11) storeys in height.

Mineral Aggregate Operation –

1. Lands under license or permit, other than for *wayside pits and quarries,* issued in accordance with The Aggregate Resources Act, or successors thereto;
2. For lands not designated under The Aggregate Resources Act, established *pits* and *quarries* that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
3. Associated facilities used in extraction, transport, benefication, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary products, but subject to the limitations under Section 109 (4) of the Region of Halton Official Plan.

Mineral Aggregate Resource Conservation-

1. The recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and

2. The wise use of mineral aggregates including utilization or extraction of on-site *mineral aggregate resources* prior to development occurring.

Mineral Aggregate Resources –Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under The Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nephelin, syenite, salt, talc, wollastonite, mine tailings or other material prescribed under The Mining Act.

Minimum Distance Separation (MDS) Formulae – Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce *incompatibility* concerns about odour from livestock facilities.

Minor Place of Worship – A building with a worship area of less than five hundred (500) sq. m, where people assemble for religious or spiritual purposes, and *may* include *accessory uses* including administrative *offices,* meeting and school rooms, child care facilities, a kitchen and food preparation area for the users of the assembly area, and a maximum of one *accessory* dwelling unit intended for persons employed by the place of worship, provided that this *accessory* use is located within the same building and is subordinate to the primary use of the building as a worship area. An *accessory* community/multi-use hall used for public recreational, social, community and charitable activities *shall* not be permitted within a *minor place of worship.*

Major Transit Station Area (MTSA) Primary Connector – A major street that has the ability to provide direct connections between *MTSAs*, as well as being a strong pedestrian destination on its own.

Major Transit Station Area (MTSA) Secondary Connector – An important street that provides a viable alternative for linking *MTSAs* and has the potential to become a strong *active transportation* and transit corridor in the future.

Major Transit Station Area (MTSA) Tertiary Connector – Pedestrian trails and bike paths that connect *MTSAs*.

Modal Share –The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all *modes*.

Modes – Different types of travel such as public transit, automobile, rail, cycling, or walking.

Motor Vehicle Service Station – A building or place where the principal use is the storage and sale of gasoline, propane, or other motor vehicle fuels, kerosene or motor oil and lubricants or grease (for the operation of motor vehicles) directly to the public on the premises, and *may* include the sale of minor accessory parts for

motor vehicles and the provision of minor or running repairs for motor vehicles and not more than one towing vehicle. A *motor vehicle service station shall* include a gas bar.

Multi-Modal – 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 *modes.*

Municipal Comprehensive Review – A new Official Plan, or an Official Plan Amendment, initiated by an upper or single-tier municipality under Section 26 of The Planning Act that comprehensively applies the policies and schedules of the Provincial Growth Plan.

Natural Environment – The land, air, water, plant and animal life and the interrelationships among them.

Natural Heritage Features and Areas – Features and areas, including significant *wetlands*, significant *coastal wetlands*, other coastal wetlands, *fish habitat, significant woodlands, significant valleylands, habitat of endangered species and threatened species,* significant *wildlife habitat*, and significant *areas of natural and scientific interest,* which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural Self-Sustaining Vegetation - Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.

Negative Impact –

1. In regard to potential risks to human health and safety and degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive ground water features*, and their related hydrologic functions, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies, including hydrogeological or water quality impact assessments, in accordance with Provincial standards;
2. In regard to water resources, degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;
3. In regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under The Fisheries Act;
4. In regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions*

for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Neighbourhood Character – The collective *physical character* which is prevalent in a *Neighbourhood Character Area* that contributes to its distinct identity.

Neighbourhood Character Area – A residential neighbourhood identified in the Zoning By-law, which shares physical qualities and characteristics that collectively provide a distinct and recognizable character that is different from surrounding areas.

Net – The overall developable area of a site excluding public right of way allowances and widenings, lands for the purpose of accessing public frontage including private laneways and associated setbacks to property lines, public parks, school sites and similar public land areas, the Natural Heritage System, and *hazardous lands and hazardous sites*.

Non-government Conservation Organization – A non-government conservation body that includes a land trust, conservancy or similar not-for-profit agency governed by a charter, articles of incorporation or letters patent, and with by-laws and objectives that support the protection of the *natural environment.* Such an organization must have registered charitable status.

Non-Ground Oriented Dwelling – A *dwelling unit* which is designed to be accessible primarily by indirect access through an elevator. Buildings containing *non-ground oriented housing units* usually exceed three (3) storeys in height.

Non-Intensive Recreation Use – Recreational and open space *development* and uses, including related facilities, operations and programs, which involve a relatively low degree of human activity, maintenance or management and which are *compatible* with, and have been determined to not *negatively impact*, the form, function or integrity of the Natural Heritage System or the Agricultural System, when assessed either individually or cumulatively. It includes such uses as trails, trail heads and nature viewing.

Normal Farm Practice – A practice that:

1. Is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar *agricultural operations* under similar circumstances, or
2. Makes use of innovative technology in a manner consistent with proper advanced farm management practices.

If required, the determination of whether a farm practice is a *normal farm practice shall* be in accordance with the provision of the Farming and Food Production Protection Act, including the final arbitration on normal farm practices by the

Normal Farm Practices Protection Board under the Act. *Normal farm practices* shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.

Office – A building or part of a building where administrative and clerical functions are carried out in the management of a business, profession, organization or public administration.

On-Farm Diversified Uses - uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, *home occupations, home industries*, *agriculture-related tourism uses*, and uses that produce value-added *agricultural* products. Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses.

Open Landscape Character – The system of rural features, both natural and human-made, that makes up the rural environment, including forests, slopes, streams, valleylands, hedgerows, *agricultural* fields, *agricultural* buildings and other features of similar character and *scale*.

Parcel of Urban Residential Land – a parcel of land that is within an area of settlement on which residential use, other than ancillary residential use, is permitted by by-law and that is served by,

1. sewage works within the meaning of the Ontario Water Resources Act that are owned by,
    i. a municipality
    ii. a municipal service board established under the Municipal Act, 2001,
    iii. a city board established under the City of Toronto Act, 2006,
    iv. a corporation established under sections 9, 10 and 11 of the Municipal Act, 2001 in accordance with section 203 of that Act, or
    v. a corporation established under sections 7 and 8 of the City of Toronto Act, 2006 in accordance with sections 148 and 154 of that Act, and
2. a municipal drinking water system within the meaning of the Safe Drinking Water Act, 2002; ("parcelle de terrain urbain d'habitation").

Peak Period – The time periods during the day with the greatest travel volumes, generally the two-or three-hour periods during a weekday specifically defined by the *City* from time to time.

Physical Character – The distinctive qualities within a physical area which are defined by elements such as: *scale*, *massing,* vegetation, topography, lotting pattern, colour, texture, material and the relation between structures, spaces and landforms.

Planned corridors - Means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors may* be recommended in guidelines developed by the Province.

Pit – Land or land under water from which unconsolidated aggregate is being or has been extracted, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Subsection 1 (3) of The Aggregate Resources Act.

Podium – The lower portion of a tall building or mid-rise, which is clearly differentiated from the spaces above, designed to define and support adjacent streets, parks, and open space at an appropriate *scale*, integrate with adjacent buildings, achieve transition with nearby buildings and contribute to the pedestrian experience.

Preserve – To maintain the quality or condition of a resource in its current form, and to retard the deterioration of the resource.

Primary Public Entrance – An entrance to all uses within a building that is located at grade and used by customers, employees, residents, tenants and other people, that *may* include doors to individual shops and businesses, lobby entrances or entrances to pedestrian-oriented plazas or publicly accessible open spaces between a building or a public right-of-way.

Prime Agricultural Area – Areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* are identified on Schedule J: Agricultural Land Base-Rural Area, of this Plan.

Prime Agricultural Lands – Land that includes *specialty crop* lands and/or Canada Land Inventory classes 1, 2, and 3 *agricultural* lands, as amended from time to time, in this order of priority for protection.

Protected Heritage Property – Property designated under Parts IV, V or VI of The Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of The Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and

Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincially Significant Wetlands – W*etlands* so classified by the Province based on the Ontario Wetland Evaluation System 2013 Southern Manual, as amended from time to time.

Public Authority – Any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.

Public Consultation Strategy - A proposed strategy for consulting with the public designed in relation to an individual *development application*. The specific requirements of the public consultation strategy shall be determined by the *City* on a case by case basis.

Public Realm –All spaces to which the public has unrestricted access, such as streets, parks and sidewalks.

Public Service Facilities – 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, long-term care services and cultural services. Public service facilities do not include *infrastructure*.

Qualified Person – An individual with qualifications and/or credentials related to a field of study and who is therefore appropriate for conducting a study and/or providing an expert opinion that has been required by the *City*. The *Qualified Person* must be to the satisfaction of the *City* or, where appropriate, be defined by relevant legislation, regulation and/or standards.

Quality and Quantity of Water - Measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Quarry – Land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Subsection 1 (3) of The Aggregate Resources Act.

Recreation Use – A place designed and equipped for the consumer to actively participate in the conduct of sports, fitness and other leisure time activities, undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive

social interaction and the achievement of human potential; but does not include a night club, *adult entertainment* use, video game & pinball machine arcade, gaming establishment or public auditorium, community or recreational centre.

Regional Market Area – An area that has a high degree of social and economic interaction, defined for the purposes of this Plan as the Regional Municipality of Halton.

Rehabilitation –The treatment of land, buildings or structures so that their use or condition is restored to its former use or condition, or *may* be changed to another use or condition that is or will be *compatible* with adjacent land uses.

Retirement Home - A building or part of a building that is a *retirement home* as defined in the Retirement Homes Act, 2010.

Right to Farm – The right of a farmer to lawfully pursue *agriculture* in areas where *agriculture* is permitted by this Plan. This definition includes the right to move farm equipment in the pursuit of *agriculture.*

Rural Settlement Area - *Existing* hamlets or similar existing small *settlement areas* that are long established and identified in official plans. These communities are serviced by *individual on-site water services* and/or *individual on-site sewage services*, contain a limited amount of undeveloped lands that are designated for *development* and are subject to official plan policies that limit growth. All *settlement areas* that are identified as hamlets in the Greenbelt Plan or as minor urban centres in the Niagara Escarpment Plan are considered rural *settlement areas*.

Scale – The proportion of a building or building element created by the placement and size of the building or element in comparison with adjacent buildings or building elements and to human dimension.

Securement - The acquisition of an interest in land to secure the long term protection of *natural heritage features*, ecological functions and attributes. *Securement* may be achieved by means of fee simple ownership or conservation easements through purchases, donations, bequests, or land dedications.

Seniors' Housing – Housing designed to primarily serve the needs of senior citizens and the elderly.

Sensitive – With regard to *surface water features and ground water features* only, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive Land Uses – Buildings, *amenity areas,* or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges, fumes, sound waves or radiation generated by a nearby major facility. *Sensitive land uses may* be a part of the

natural or built environment. Examples *may* include, but are not limited to: residences, day care centres, and educational and health facilities.

Service Commercial - Non-retail commercial uses, but excluding *automotive commercial* uses.

Settlement Area - The urban area and *rural settlement areas* within the city that are:

3. Built up areas where *development* is concentrated and which have a mix of land uses; and
4. Lands which have been designated in the Official Plan for *development* in accordance with the policies of the Growth Plan. Where there are no lands that have been designated for *development*, the *settlement area* may be no larger than the area where *development* is concentrated.

Sewage and Water Services – includes municipal sewage services and municipal water services, private communal sewage services and private communal water services, *individual on-site sewage services* and *individual on-site water services*, and partial services.

Shall –The policy is mandatory or it is required to comply with an Official Plan policy.

Shoreline Hazardous Lands – Includes the *flooding hazard*, *erosion hazard* and *dynamic beach hazards* and the associated regulated allowances of the Lake Ontario and Burlington Bay shoreline, as defined, delineated and regulated by Conservation Halton.

Should –The policy is directive and a convincing planning reason is required in order not to fully comply with an Official Plan policy.

Significant –

1. With regard to *wetlands*, an area as defined as *"significant wetland"* in this Plan
2. With regard to *coastal wetlands* and *areas of natural and scientific interest,* an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
3. With regard to *woodlands,* an area as defined as *"significant woodland"* in this Plan*;*
4. With regard to other components of the Natural Heritage System*,* ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System;

5. With regard to *wildlife habitat*, as defined as *significant wildlife habitat* in this Plan; and

6. With regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of The Ontario Heritage Act.

   Criteria for determining significance for the resources identified in section 4 and 5 above are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

   While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

7. With regard to a Groundwater Recharge Area, an area that has been identified:

   a. As a *significant groundwater recharge* area by any public body for the purposes of implementing the PPS;

   b. As a *significant groundwater recharge* area in the assessment report required under The Clean Water Act, 2006; or

   c. As an ecologically *significant groundwater* recharge area delineated in a *subwatershed plan* or equivalent in accordance with provincial guidelines.

For the purposes of this definition, ecologically *significant groundwater recharge areas* are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and *wetlands*.

Significant Wetland –

1. for lands within the Niagara Escarpment Plan Area, *Provincially Significant Wetlands* and wetlands as defined in the Niagara Escarpment Plan that make an important ecological contribution to the City's Natural Heritage System;

2. for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, *Provincially Significant Wetlands* and wetlands as defined in the Greenbelt Plan;

3. *for lands* within the City's Natural Heritage System but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and *wetlands* that make an important ecological contribution to the City's Natural Heritage System; and

4. outside the City's Natural Heritage System, *Provincially Significant Wetlands*.

Significant Woodland – A *woodland* 0.5 ha or larger, determined through a Watershed Plan, a sub-watershed study or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

1. The *woodland* contains forest patches over ninety-nine (99) years old;
2. The patch size of the *woodland* is two (2) ha or larger if it is located in the Urban Planning Area or four (4) ha or larger if it is located outside the Urban Area but below the Escarpment Brow; or ten (10) ha or larger if it is located outside the Urban Area but above the Escarpment Brow;
3. The *woodland* has an interior core area of four (4) ha or larger, measured one hundred (100) m from the edge; or
4. The *woodland* is wholly or partially within fifty (50) m of a *major creek* or *certain headwater creek* or within one hundred and fifty (150) m of the Escarpment brow.

Site Alteration – Activities such as grading, excavation and the placement of fill, that would change the landform and natural vegetative characteristics of a site, but does not include *normal farm practices* unless such practices involve the removal of fill off the property or the introduction of fill from off-site locations.

Small Scale Motor Vehicle Dealership – A motor vehicle dealership of less than 0.2 ha in size in which the principal activity is the retail sale of vehicles.

Social Impact Assessment - The analysis, monitoring and management of the intended and unintended social consequences, both positive and negative, of a *development* proposal, an *infrastructure* project, a policy or project and of any social change processes invoked by those interventions.

Special Needs Housing – Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, and includes, but is not limited to, needs such as mobility requirements or support functions required for daily living. Examples *may* include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, *seniors' housing, group homes*, emergency shelters, housing for the homeless, and independent permanent living arrangements, where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community-based support services in their own home.

Specialty Crop Area – An area designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

1. Soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
2. Farmers skilled in the production of specialty crops; and/or
3. A long-term investment of capital in areas such as crops, drainage, *infrastructure* and related facilities and services to produce, store, or process specialty crops.

Stable Top of Bank – As it pertains to *valleylands*: (a) the physical top of bank where the existing slope is stable and not impacted by toe erosion; or, (b) is defined by the toe erosion allowance plus the stable slope allowance where the existing slope is unstable and/or is impacted by toe erosion.

Streetscape – The visual appearance of a street formed by the location of physical features such as buildings, pedestrian, cycling, transit and vehicular facilities and landscaping.

Supermarket/Grocery Store – A retail establishment with a minimum floor area of 1,800 sq. m., engaged primarily in the sale of a general line of food, such as canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats, fish, poultry, dairy products, baked products, and snack foods; and which also retails a range of non-food products, such as household paper products, toiletries and non-prescription drugs, and in which a minimum of fifty-one (51) percent of the total sales floor area of the establishment is devoted to the sale of food.

Surface Water Feature – Water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, *wetlands*, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Sustainable and Sustainability and/or Sustainable Development –A systems based approach to growth and *development* where economic, social and environmental factors are jointly considered and harmonized. *Development* must meet the needs of the present without compromising the ability of future generations to meet their own needs.

Tall Building – A building twelve (12) storeys or higher.

Threatened Species – A species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Total Floor Area – The sum total of the floor space in a building excluding those portions used for vehicular parking.

Transit Priority Measures (TPM) – Measures to permit transit vehicles to have priority over other vehicular traffic, thereby making transit travel times shorter and more consistent, which makes transit more attractive. *Transit priority measures*

may include, but are not limited to, queue jump lanes, bus only lanes, green light signal priority, bus activated signals, and exemptions to prohibit turns and limiting or reducing on-street parking during part of the day.

Transit-Supportive – Planning and *development* practices which make transit viable, optimize investments in transit infrastructure and improve the quality of the experience of using transit. It often refers to compact, mixed use *development* that has a high level of employment and residential densities, including air rights *development*, in proximity to transit stations, corridors and associated elements within the transportation system. *Transit-supportive* development *shall* be consistent with Ontario's Transit Supportive Guidelines.

Transportation Amenities – Includes transit facilities and shelters, benches, street trees, bicycle locking and repair stations and other streetscape elements.

Transportation Demand Management (TDM) – A set of strategies that result in more efficient use of the transportation system by influencing travel behavior by *mode,* time of day, frequency, trip length, regulation, route or cost.

Transportation Facilities – Includes roads, bike lanes, sidewalks and multi-use paths.

Tree – Any species of woody perennial plant, including its root system, which has reached or can reach a height of at least four and a half (4.5) m above ground at physiological maturity.

Universal Design – The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. The principles of Universal Design are contained in the City's Accessibility Design Standards.

Urban Design Brief – A report prepared by a *qualified person* that analyzes and demonstrates how a proposed *development* meets the urban design objectives and policies of this Plan and any relevant approved Council-adopted *design guidelines* and provides a description of the overall architectural expression; relationship to planned and established 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 *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.

Urban Forest – All *trees* and associated woody vegetation (e.g. shrubs), within the city. This includes *trees* in natural areas, as well as *trees* in more manicured settings such as parks, yards and boulevards. In the City of Burlington, the urban forest

encompasses *trees* in the Urban and Rural Areas and in North Aldershot, but is called the ”urban” forest because this is the convention that has developed.

Urban Heat Island Effect – Occurs when heat from solar radiation is absorbed by human-made surfaces such as rooftops and pavement and then released into the air, increasing the temperature of the area.

Utility – A water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

Valleyland – A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vegetation Protection Zone – As it applies within the Greenbelt Plan Area, a vegetated buffer area surrounding a *Key Natural Feature* or a *Key Hydrologic Feature*.

Veterinary Clinic – The office of a veterinary surgeon and premises for the treatment of animals.

Warehouse Club – A retail establishment with a minimum floor area of nine thousand three hundred (9,300) sq. m., engaged in retailing to club members primarily a general line of food related products in large formats, in combination with a wide range of non-food items and services.

Water Resource System - A system consisting of *ground water features* and areas and *surface water features* (including shoreline areas), and *hydrologic functions*, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. The *water resource system* will comprise *key hydrologic features* and *key hydrologic areas*.

Watercourse – An identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Watershed – An area that is drained by a river and its tributaries.

Wave Uprush – The rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline.

Wayside Pit or Quarry – A temporary *pit* or *quarry* opened and used by or for a *public authority* solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetlands – Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for *agricultural* purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands* for the purposes of this definition.

Within the Greenbelt Plan Area, *wetlands* include only those that have been identified by the Province or by any other person, according to evaluation procedures established by the Province, as amended from time to time.

Wildlife Habitat – Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern *may* include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Wildlife Management – Management of *wildlife habitats* for the purposes of sustaining the quantity and quality of wildlife.

Woodland – Land with at least: one thousand (1000) *trees* of any size per ha, or seven hundred and fifty (750) *trees* over five (5) cm in diameter per ha, or five hundred (500) *trees* over twelve (12) cm in diameter per ha, or two hundred and fifty (250) *trees* over twenty (20) cm in diameter per ha, but does not include an active cultivated fruit or nut orchard, a Christmas *tree* plantation, a plantation certified by the Region of Halton, a *tree* nursery, or a narrow linear strip of *trees* that defines a laneway or a boundary between fields. For the purposes of this definition, all measurements of the *trees* are to be taken at 1.37 m from the ground and *trees* in regenerating fields must have achieved that height to be counted.

SCHEDULES AND TABLES

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SCHEDULE A
City System
City of Burlington

Legend

Areas
- Urban Area
- Rural Area
- Rural Settlement Area Boundary
- North Aldershot

City-Wide Systems
- Infrastructure and Transportation Systems
- Green System

Contextual References
- Municipal Boundary
- Urban Boundary
- Major Transit Station
- Rail Line
- Provincial Freeway
- Major Roads
- Airport

MILTON

HAMILTON

OAKVILLE

DERRY RD.

KILBRIDE ST.

Kilbride

NO. 8 SIDE RD.

APPLEBY LINE

Lowville

BRITANNIA RD.

MILBUROUGH LINE

BLIND LINE

BELL SCHOOL LINE

COLLING RD.

NO. 4 SIDE RD.

RURAL AREA

NO. 2 SIDE RD.

Mount Nemo

NO. 1 SIDE RD.

CEDAR SPRINGS RD.

TREMAINE RD.

DUNDAS ST.

KERNS RD.

GUELPH LINE

WALKER'S LINE

UPPER MIDDLE RD.

BRANT ST.

URBAN AREA

MAINWAY

WATERDOWN RD.

SNAKE RD.

NORTH ALDERSHOT

NORTH SERVICE RD.

KING RD

QUEENSWAY DR.

HARVESTER RD.

PLAINS RD. E

PLAINS RD. W

FAIRVIEW ST.

NORTH SHORE BLVD. W

NORTH SHORE BLVD. E

MAPLE AVE.

NEW ST.

BURLOAK DR.

LAKESHORE RD.

BURLINGTON BAY

LAKE ONTARIO

0 0.5 1 2 3 4 Km

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE A-1
City System -
Provincial Land Use Plans and Designations
City of Burlington

Legend

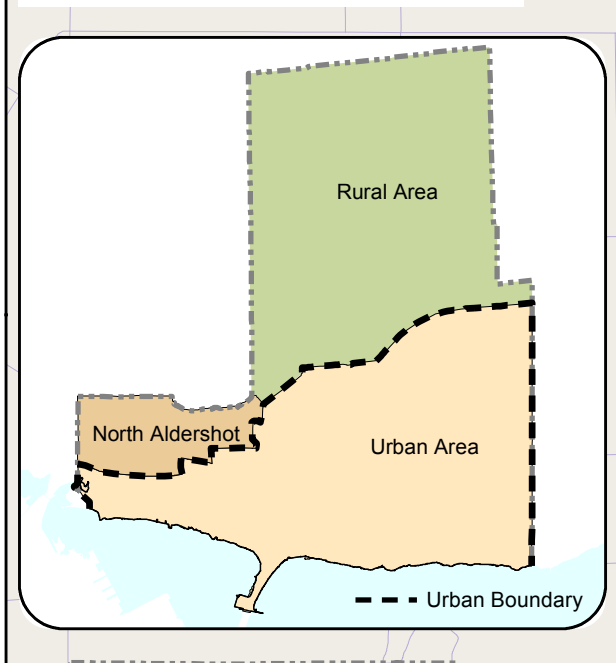
Niagara Escarpment Plan
- Niagara Escarpment Plan Boundary
- North Aldershot Policy Area
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Mineral Resource Extraction Area

Greenbelt Plan
- Protected Countryside Area
- Greenbelt Natural Heritage System

Provincial Growth Plan
- Delineated Built Boundary
- Urban Growth Centre Boundary
- Designated Greenfield Area

Parkway Belt West Plan Area

Contextual References
- Municipal Boundary
- Urban Boundary
- Rail Line



MILTON
HAMILTON
OAKVILLE
HAMILTON
DERRY RD.
KILBRIDE ST.
Kilbride
NO. 8 SIDE RD.
APPLEBY LINE
Lowville
BRITANNIA RD.
MILBURROUGH LINE
BLIND LINE
COLLING RD.
NO. 4 SIDE RD.
BELL SCHOOL LINE
NO. 2 SIDE RD.
Mount Nemo
NO. 1 SIDE RD.
TREMAINE RD.
CEDAR SPRINGS RD.
DUNDAS ST.
KERNS RD.
GUELPH LINE
WALKER'S LINE
UPPER MIDDLE RD.
BRANT ST.
MAINWAY
WATERDOWN RD.
SNAKE RD.
NORTH SERVICE RD.
KING RD.
QUEENSWAY DR.
HARVESTER RD.
PLAINS RD. E
PLAINS RD. W
FAIRVIEW ST.
NORTH SHORE BLVD. W
NORTH SHORE BLVD. E
MAPLE AVE.
NEW ST.
BURLOAK DR.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO

0 0.5 1 2 3 4 Km

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE B
Urban Structure
City of Burlington

Legend

Mixed Use Intensification Areas
- Urban Centres
- MTSA Special Planning Areas
- Mixed Use Nodes and Intensification Corridors

Lands Designated for Employment Uses

Region of Halton Employment Area

Residential Neighbourhood Areas

Natural Heritage System, Major Parks and Open Space

Mineral Resource Extraction Area

Infrastructure and Transportation Corridors

- Bronte Creek Meadows (see Chapter 5)
- Innovation District (see Chapter 5)

Contextual References
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary
- Urban Growth Centre Boundary
- Parkway Belt West Plan Area
- Major Transit Station
- Rail Line
- Provincial Freeway

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
HAMILTON
BURLINGTON BAY
LAKE ONTARIO
HWY 407
HWY 403
Q.E.W.
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
PALLADIUM WAY
THOMAS ALTON BLVD.
DUNDAS ST.
DRYDEN AVE
CAVENDISH DR.
HEADON FOREST DR.
HEADON RD.
WALKER'S LINE
BERWICK DR.
SUTTON RD.
MILLCROFT PARK DR.
UPPER MIDDLE ROAD
KERNS RD.
BRANT ST.
FISHER AVE.
MOUNTAINSIDE DR.
MAINWAY
C.N.R.
CORPORATE DR.
BURLOAK DR.
NORTH SERVICE RD.
SOUTH SERVICE RD.
LEIGHLAND RD.
HARVESTER RD.
FAIRVIEW ST.
WATERDOWN RD.
PLAINS RD. W.
PLAINS RD. E
TOWNSEND AVE.
KING RD.
MAPLE AVE.
NEW ST.
HEATH RD.
SPRUCE AVE
BELVENIA ROAD
HAMPTON
NORTH SHORE BLVD. E
LAKESHORE RD.
LAKESHORE RD.
EASTPORT DR.

0 0.5 1 2 3 4 5 Km

The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE B-1
Growth Framework
City of Burlington

Legend

Growth Areas
- Primary Growth Area
- Secondary Growth Area
- Employment Growth Area
- Established Neighbourhood Area

MTSA Special Planning Areas

Designated Greenfield Area
- Developed Area Outside Delineated Built Boundary
- Undeveloped Area Outside Delineated Built Boundary (not subject to Growth Framework)

Contextual References
- Natural Heritage System and Major Parks and Open Space
- Infrastructure and Transportation Corridors
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary
- Urban Growth Centre Boundary

RURAL AREA

HAMILTON

NORTH ALDERSHOT

HAMILTON

OAKVILLE

BURLINGTON BAY

LAKE ONTARIO

HWY 6

HWY 403

HWY 407

Q.E.W.

CEDAR SPRINGS RD.

GUELPH LINE

APPLEBY LINE

TREMAINE RD.

PALLADIUM WAY

THOMAS ALTON BLVD.

DUNDAS ST.

DRYDEN AVE

CAVENDISH DR.

HEADON FOREST DR.

HEADON RD.

WALKER'S LINE

BERWICK DR.

MILLCROFT PARK DR.

SUTTON RD.

UPPER MIDDLE RD.

UPPER MIDDLE ROAD

KERNS RD.

BRANT ST.

MOUNTAINSIDE DR.

FISHER AVE.

MAINWAY

C.N.R.

CORPORATE DR.

BURLOAK DR.

NORTH SERVICE RD.

SOUTH SERVICE RD.

HARVESTER RD.

FAIRVIEW ST.

LEIGHLAND RD.

PLAINS RD. W.

PLAINS RD. E

TOWNSEND AVE.

KING RD.

MAPLE AVE.

NEW ST.

HEATH RD.

SPRUCE AVE

BELVENIA ROAD

HAMPTON

LAKESHORE RD.

NORTH SHORE BLVD. E

EASTPORT DR.

0 0.5 1 2 3 4 5 Km

The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

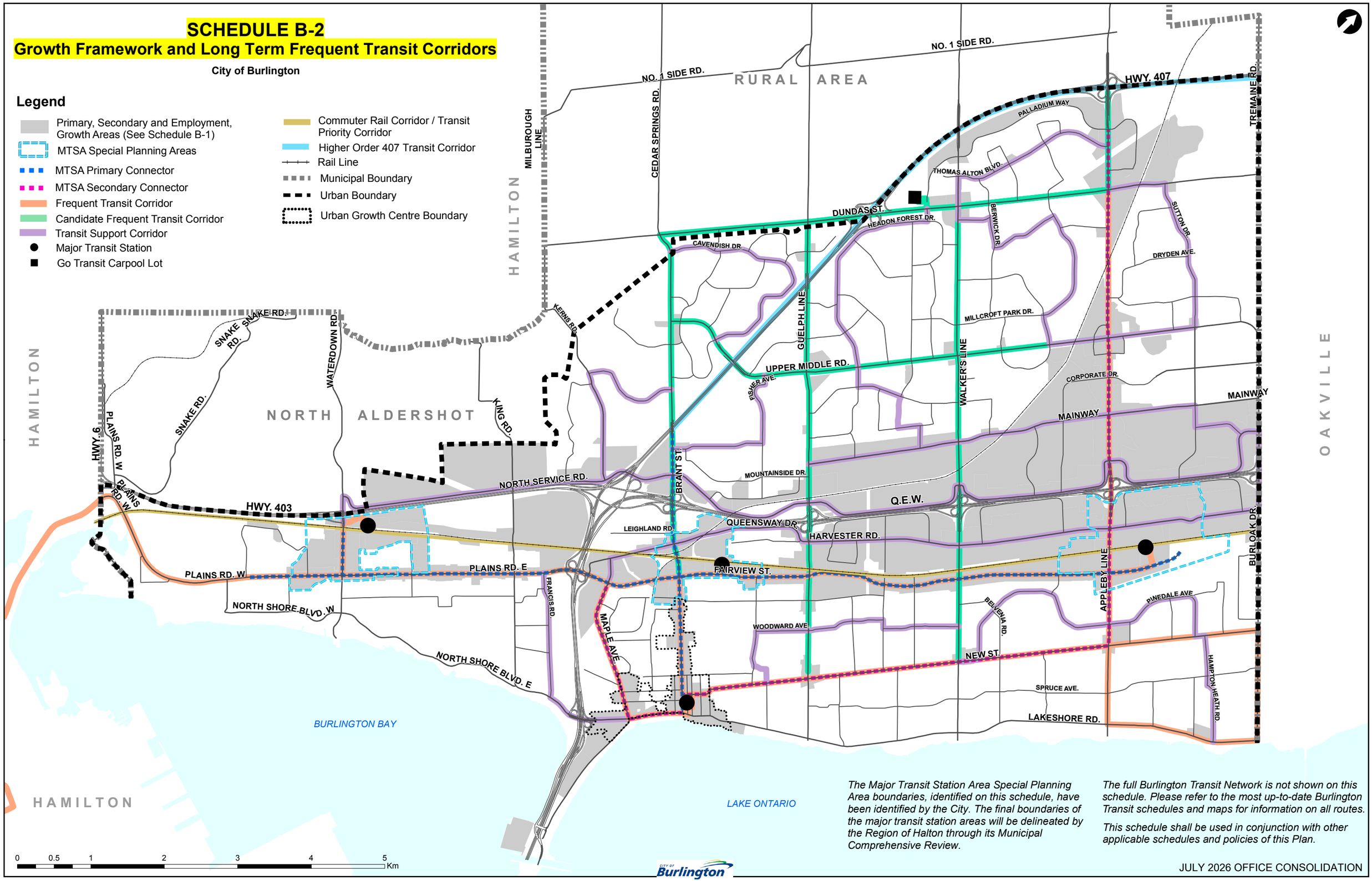
JULY 2026 OFFICE CONSOLIDATION

SCHEDULE B-2
Growth Framework and Long Term Frequent Transit Corridors

City of Burlington

Legend

- Primary, Secondary and Employment, Growth Areas (See Schedule B-1)
- MTSA Special Planning Areas
- MTSA Primary Connector
- MTSA Secondary Connector
- Frequent Transit Corridor
- Candidate Frequent Transit Corridor
- Transit Support Corridor
- Major Transit Station
- Go Transit Carpool Lot
- Commuter Rail Corridor / Transit Priority Corridor
- Higher Order 407 Transit Corridor
- Rail Line
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary



The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

The full Burlington Transit Network is not shown on this schedule. Please refer to the most up-to-date Burlington Transit schedules and maps for information on all routes.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE C
Land Use - Urban Area
City of Burlington

Legend

MIXED USE INTENSIFICATION AREAS
- Urban Centres

Mixed Use Nodes and Intensification Corridors
- Mixed Use Commercial Centre
- Neighbourhood Centre
- Local Centre
- Employment Commercial Centre
- Urban Corridor
- Urban Corridor - Employment

RESIDENTIAL NEIGHBOURHOOD AREAS
- Low Rise Neighbourhoods I
- Low Rise Neighbourhoods II
- High Rise Neighbourhoods

EMPLOYMENT LANDS
- General Employment
- Business Corridor

NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE
- City's Natural Heritage System
- Major Parks and Open Space

MINERAL RESOURCE EXTRACTION AREA

INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

CONTEXTUAL REFERENCES
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary
- Special Street (Tremaine Dundas Secondary Plan)

RURAL AREA

HAMILTON

NORTH ALDERSHOT

HAMILTON

BURLINGTON BAY

LAKE ONTARIO

OAKVILLE

HWY 407
HWY 403
Q.E.W.
DUNDAS ST.
UPPER MIDDLE ROAD
UPPER MIDDLE RD.
PLAINS RD. W.
PLAINS RD. E
FAIRVIEW ST.
LAKESHORE RD.
NORTH SHORE BLVD. E
NORTH SERVICE RD.
SOUTH SERVICE RD.
LEIGHLAND RD.
MAINWAY
MILLCROFT PARK DR.
DRYDEN AVE
HARVESTER RD.
NEW ST.
SPRUCE AVE
C.N.R.
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
BURLOAK DR.
PALLADIUM WAY
THOMAS ALTON BLVD.
CAVENDISH DR.
HEADON FOREST DR.
HEADON RD.
WALKER'S LINE
BERWICK DR.
SUTTON RD.
BRANT ST.
FISHER AVE.
MOUNTAINSIDE DR.
KERNS RD.
CORPORATE DR.
WATERDOWN RD.
HWY 6
TOWNSEND AVE.
KING RD.
MAPLE AVE.
BELVENIA ROAD
HEATH RD.
HAMPTON
EASTPORT DR.

**Uptown Urban Centre

*Downtown Urban Centre

0 0.5 1 2 3 4 5 Km

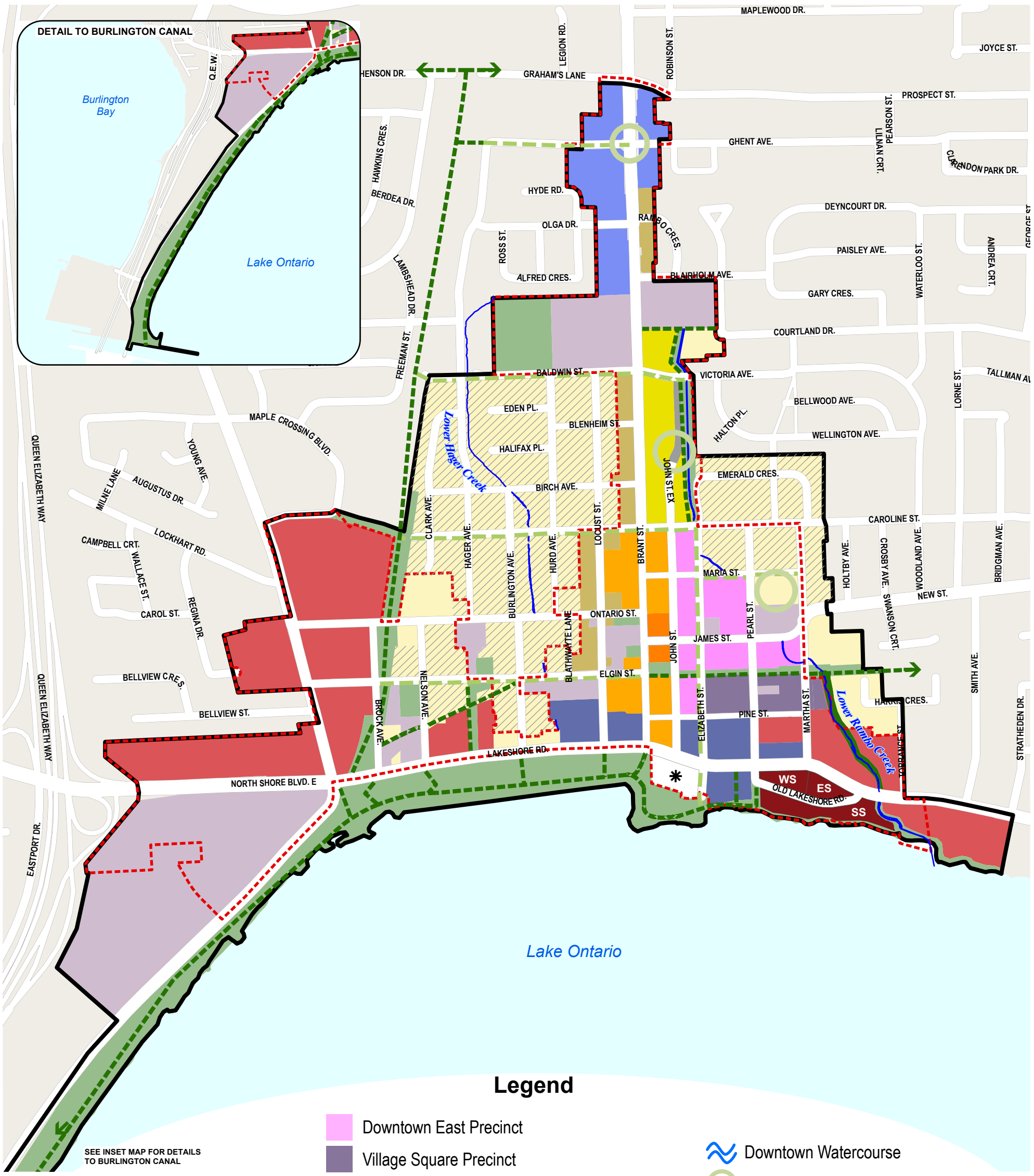
*For land use precincts within the Downtown Urban Centre see Schedule D.
**For land use designations within the Uptown Urban Centre see Schedule E.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE D
Land Use - Downtown Urban Centre
City of Burlington

Note: For lands outside of the Downtown Urban Centre, refer to Schedule C.



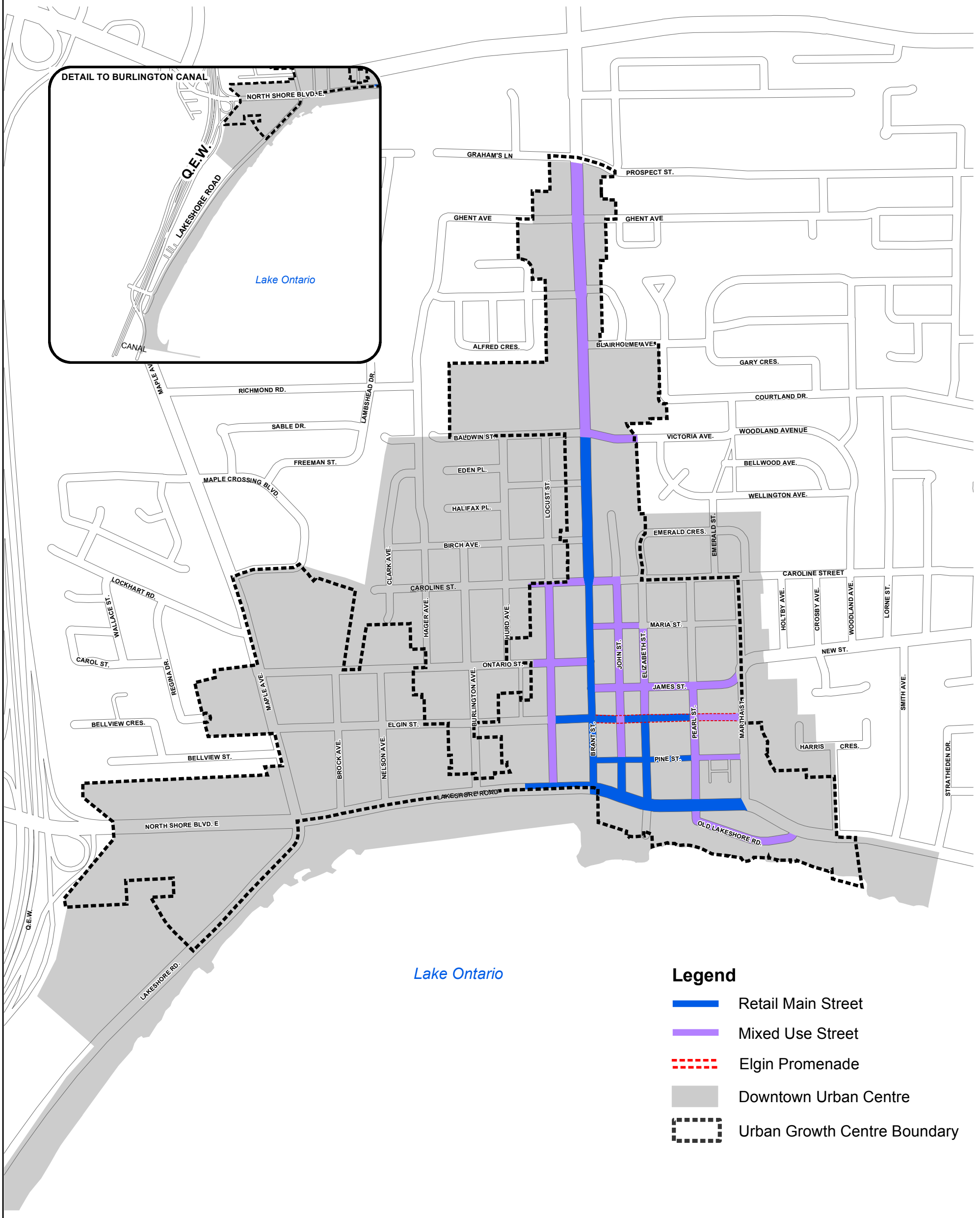
Legend

- Brant Main Street Precinct
- James Street Node
- Lakeshore Precinct
- Old Lakeshore Road Precinct
- Mid Brant Precinct
- Upper Brant Precinct
- Downtown East Precinct
- Village Square Precinct
- Neighbourhood Mixed Use Precinct
- Apartment Neighbourhoods Precinct
- Low-Rise Neighbourhood Precincts
- St. Luke's and Emerald Neighbourhoods
- Parks and Promenades designation
- Downtown Public Service designation
- Downtown Watercourse and NHS designation
- Downtown Watercourse
- New Public Park
- Green Connector Streets
- Off-Street Trails/Promenades
- Future Transportation Connection
- ✱ Downtown Waterfront Hotel Planning Study **(See Chapter 12, Subsection 12.1.4 (3))**
- Urban Growth Centre Boundary
- Downtown Urban Centre Boundary

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE D-1
Downtown Urban Centre
Retail Streets
City of Burlington



Legend

- Retail Main Street
- Mixed Use Street
- Elgin Promenade
- Downtown Urban Centre
- Urban Growth Centre Boundary

SEE INSET MAP FOR DETAILS TO BURLINGTON CANAL

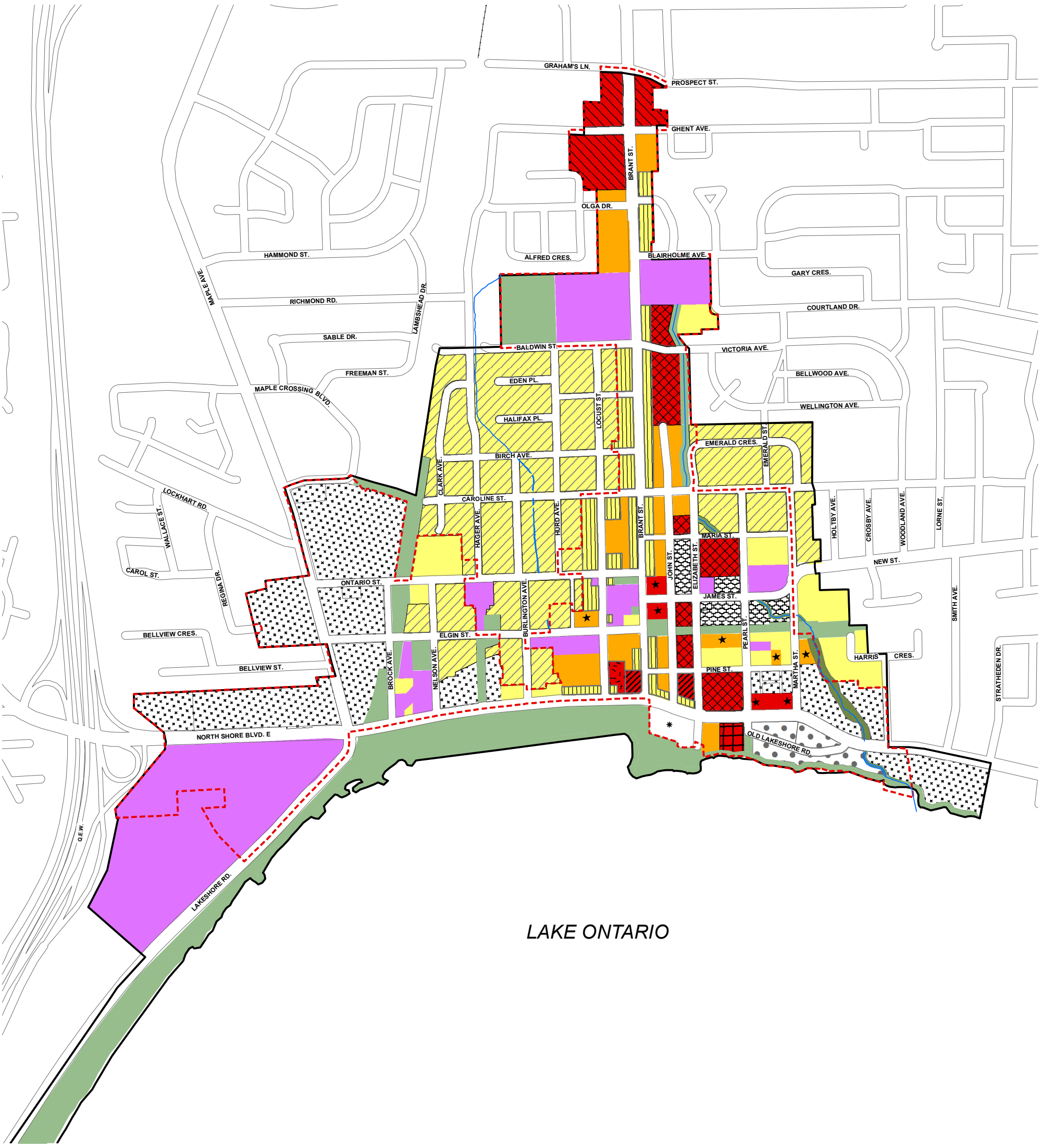
0 0.5 1 2 3 Km

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

JULY 2026 OFFICE CONSOLIDATION

City of Burlington

SCHEDULE D-2
Maximum Building Heights
City of Burlington



Downtown Watercourse

Urban Growth Centre Boundary

Downtown Urban Centre Boundary/ Mobility Hub Boundary

Parks and Promenades

Regional Natural Heritage System

Public Service

* Downtown Waterfront Hotel Planning Study (See Chapter 12, Subsection 12.1.4 (3))

Height Subject to the Built Form Policies in 8.1.1 (3.12.1)

Height Subject to the Built Form Policies in 8.1.1 (3.6.1)

Height Subject to the Built Form Policies in 8.1.1 (3.9.2)(b)

TALL BUILDINGS

- Maximum 13 Storeys
- Maximum 15 Storeys
- Maximum 17 Storeys
- Maximum 22 Storeys
- Maximum 25 Storeys
- ★ Subject to Site Specific Exceptions

MID-RISE BUILDINGS

- Up to 11 Storeys
- ★ Subject to Site Specific Exceptions

LOW-RISE BUILDINGS

- Maximum 2.5 Storeys
- Maximum 3 Storeys
- Up to 4 Storeys

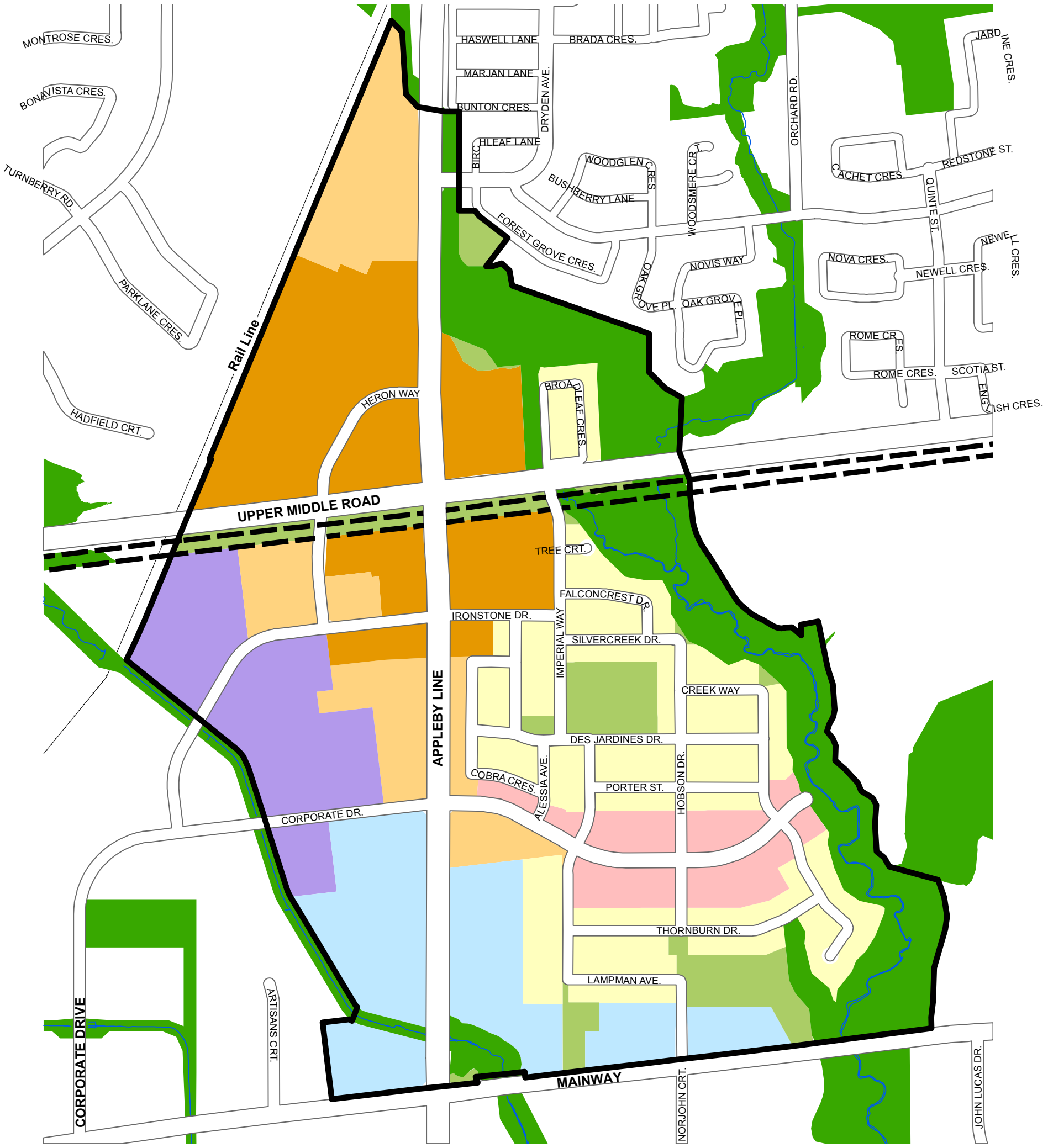
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

Heights are maximums only and may not be achieved on all sites. Heights must be considered in conjunction with the policies of the Official Plan policies in their entirety.

0 0.075 0.15 0.3 0.45 0.6 Kilometers

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE E
Land Use - Uptown Urban Centre
City of Burlington



Legend

- Uptown Core
- Uptown Corridor
- Uptown Local Corridor
- Uptown Residential - Medium Density
- Uptown Business Corridor-Employment
- Uptown Business-Employment
- City's Natural Heritage System
- Uptown Major Parks and Open Space
- Utility Corridor
- Uptown Urban Centre Boundary

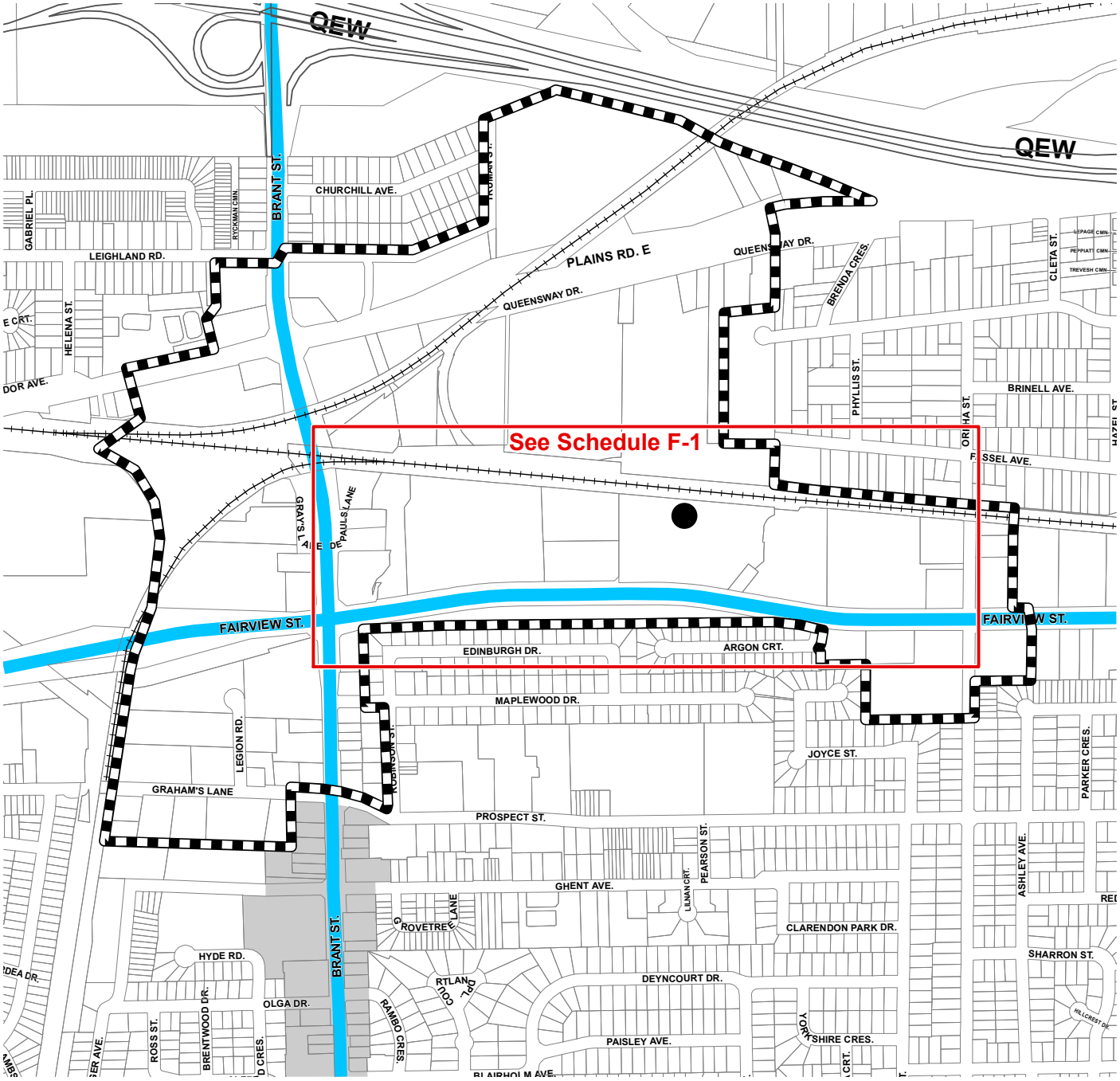
250 125 0 250 500 m

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE F
Burlington GO MTSA Special Planning Area

City of Burlington



Legend

- MTSA Special Planning Area
- Urban Growth Centre
- MTSA Primary Connector
- Rail Line
- Major Transit Station

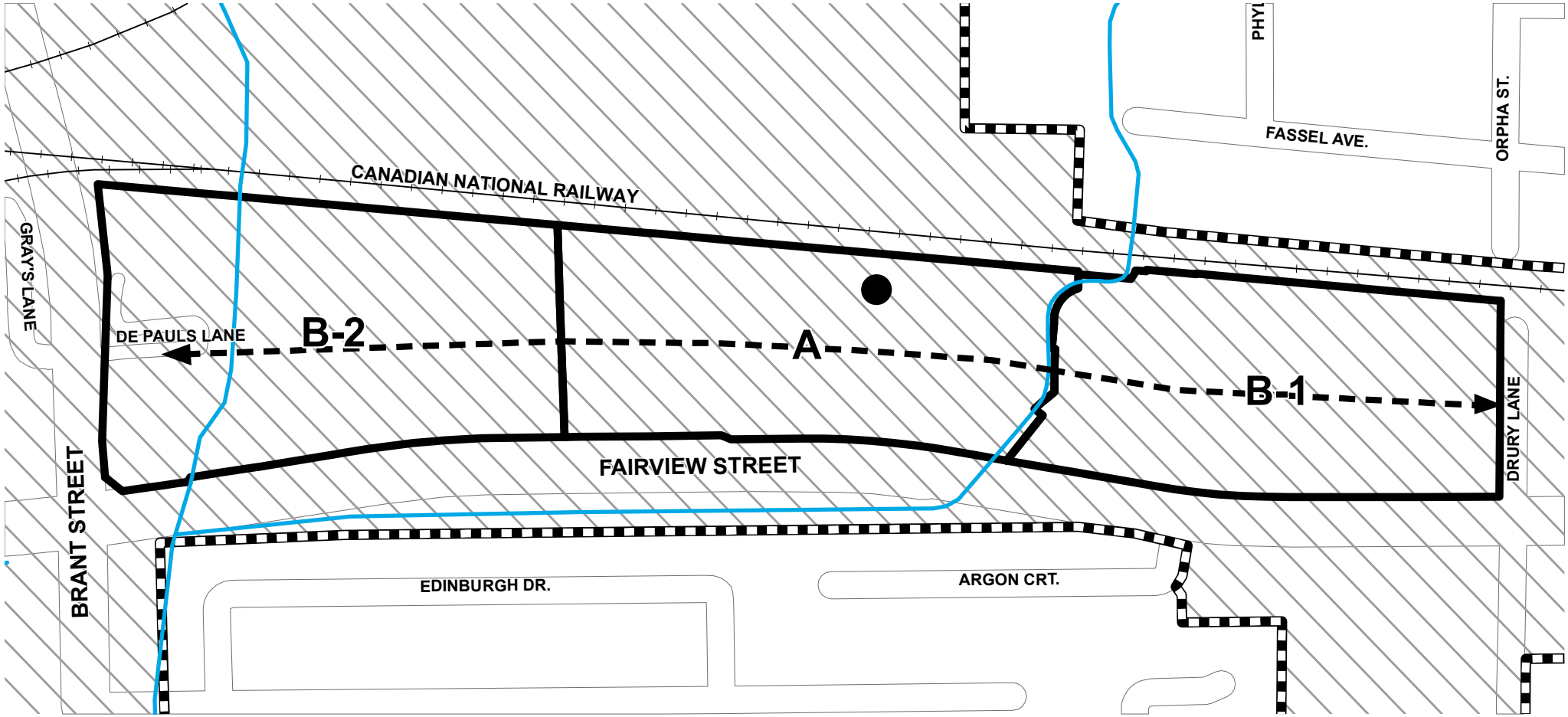
200 100 0 200 400 m

The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE F-1
Burlington GO MTSA Special Planning Area
City of Burlington



SCALE 1:4,250

Legend

- New Mid-block Transportation Connection
- Burlington GO MTSA Special Planning Area
- Major Transit Station
- Watercourse (above ground)
- Railroad

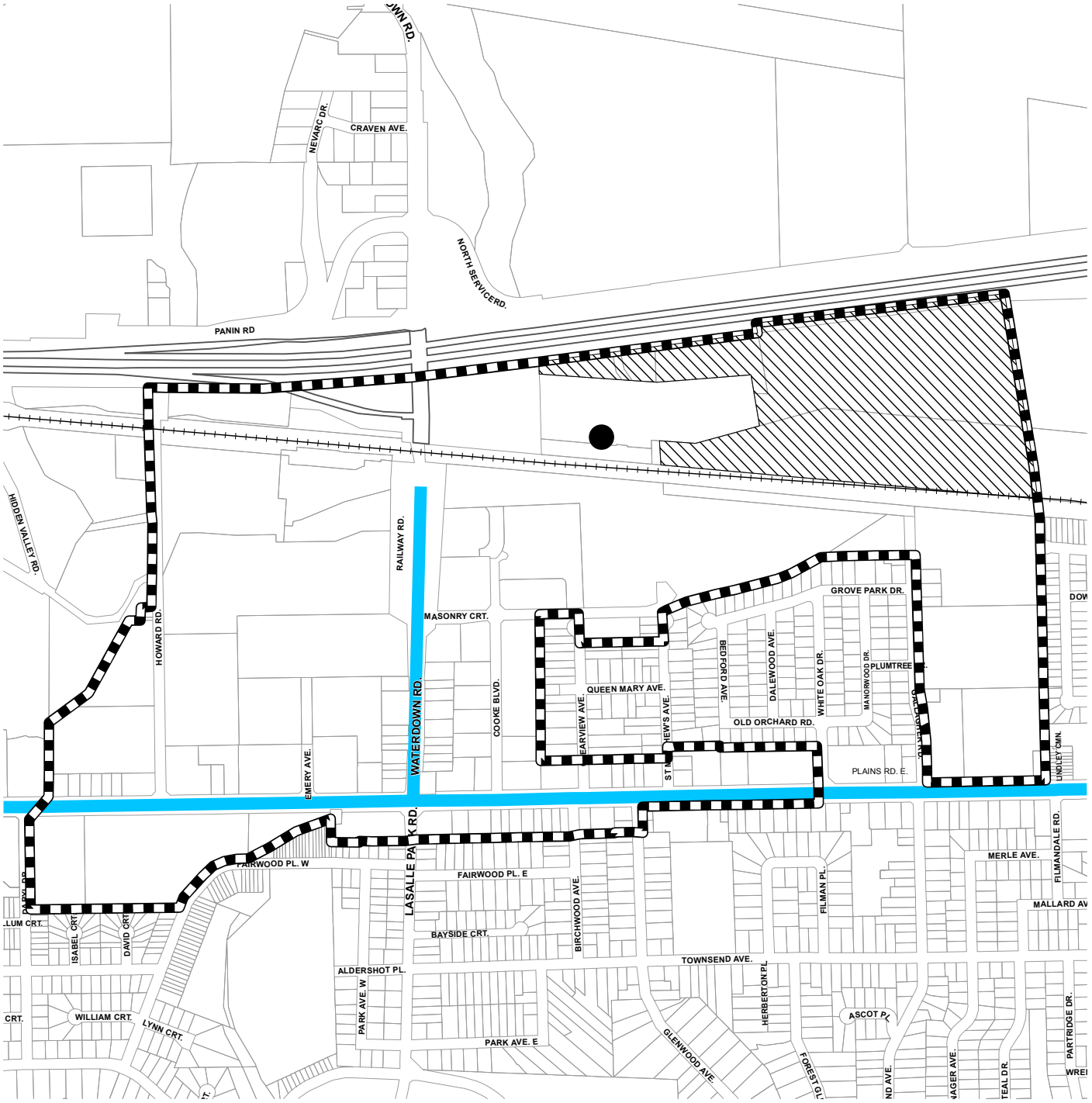
The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

0 50 100 200 300 Metres

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE G
Aldershot GO MTSA Special Planning Area
City of Burlington



Legend

- MTSA Special Planning Area
- MTSA Primary Connector
- Rail Line
- Major Transit Station
- Subject to Separate Review

200 100 0 200 400 600 m

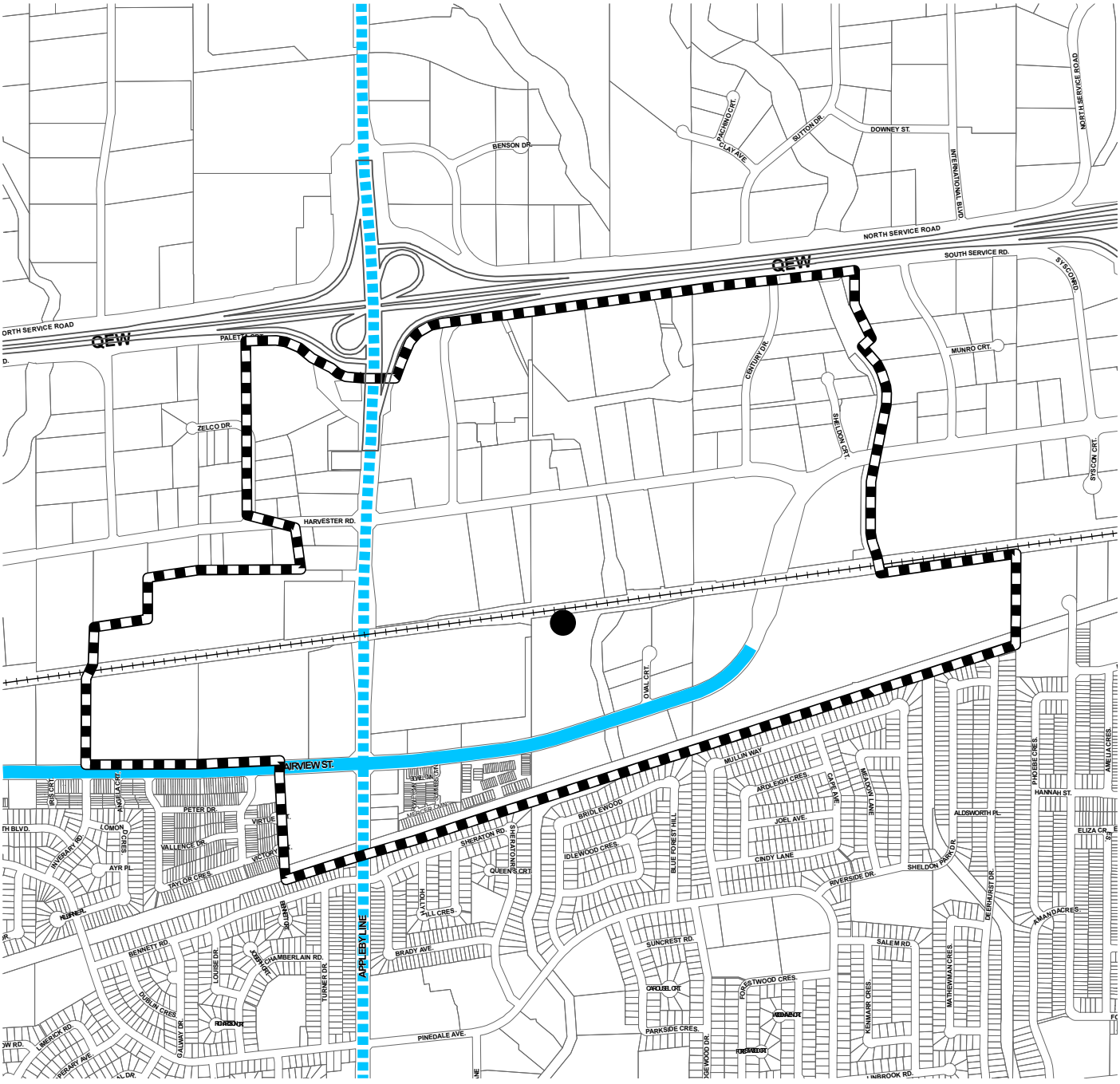
The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

SCHEDULE H
Appleby GO MTSA Special Planning Area
City of Burlington



Legend

- MTSA Special Planning Area
- MTSA Primary Connector
- MTSA Secondary Connector
- Rail Line
- Major Transit Station

200 100 0 200 400 600 800 m

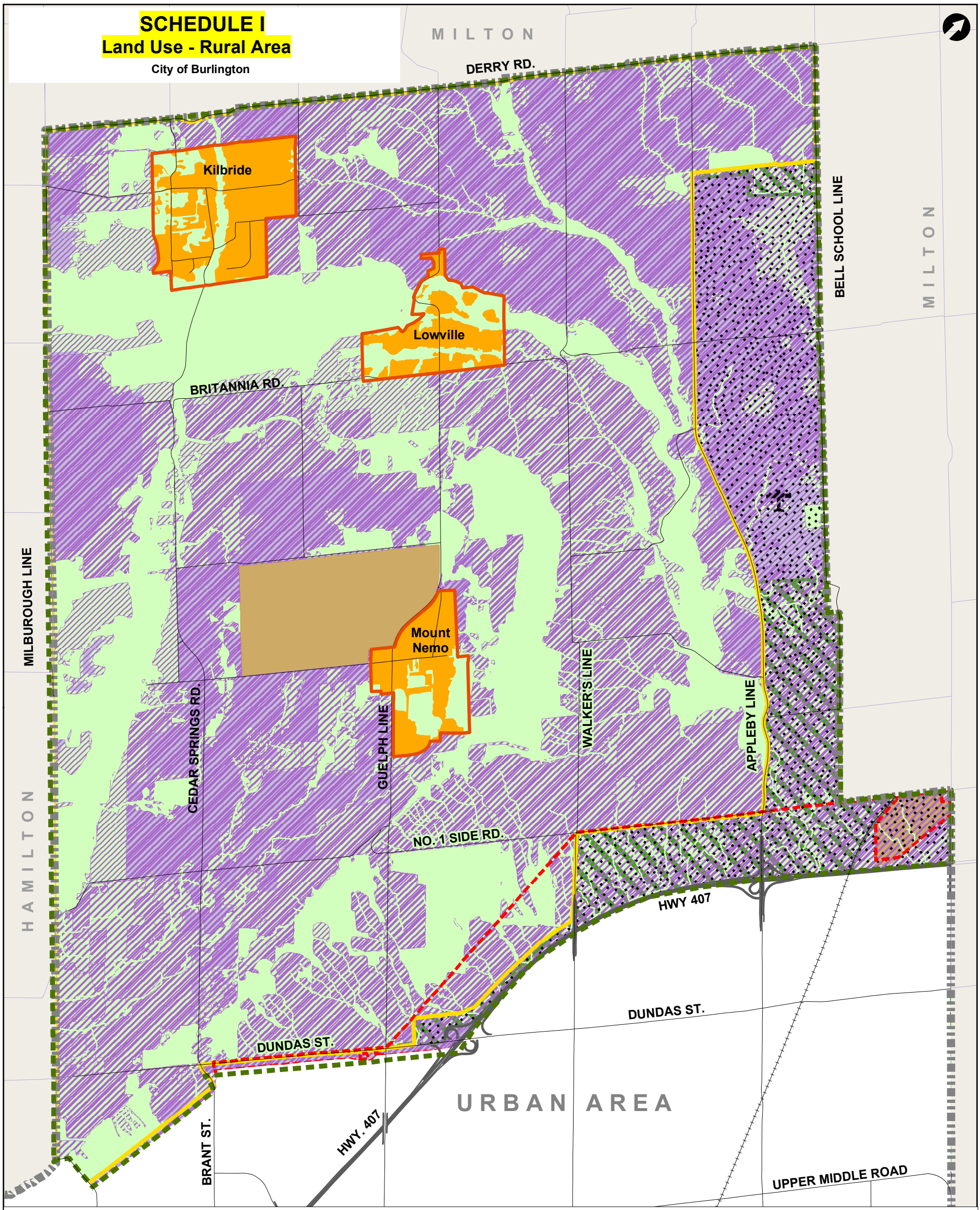
The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

SCHEDULE I
Land Use - Rural Area
City of Burlington



Legend

Land Use Designations
- City's Natural Heritage System
- Mineral Resource Extraction Area
- Agricultural Area

Rural Settlement Area
- Rural Settlement Area Boundary
- City's Natural Heritage System
- Other Land Use Designations *

0 0.5 1 2 3 Km

Agricultural Land Base

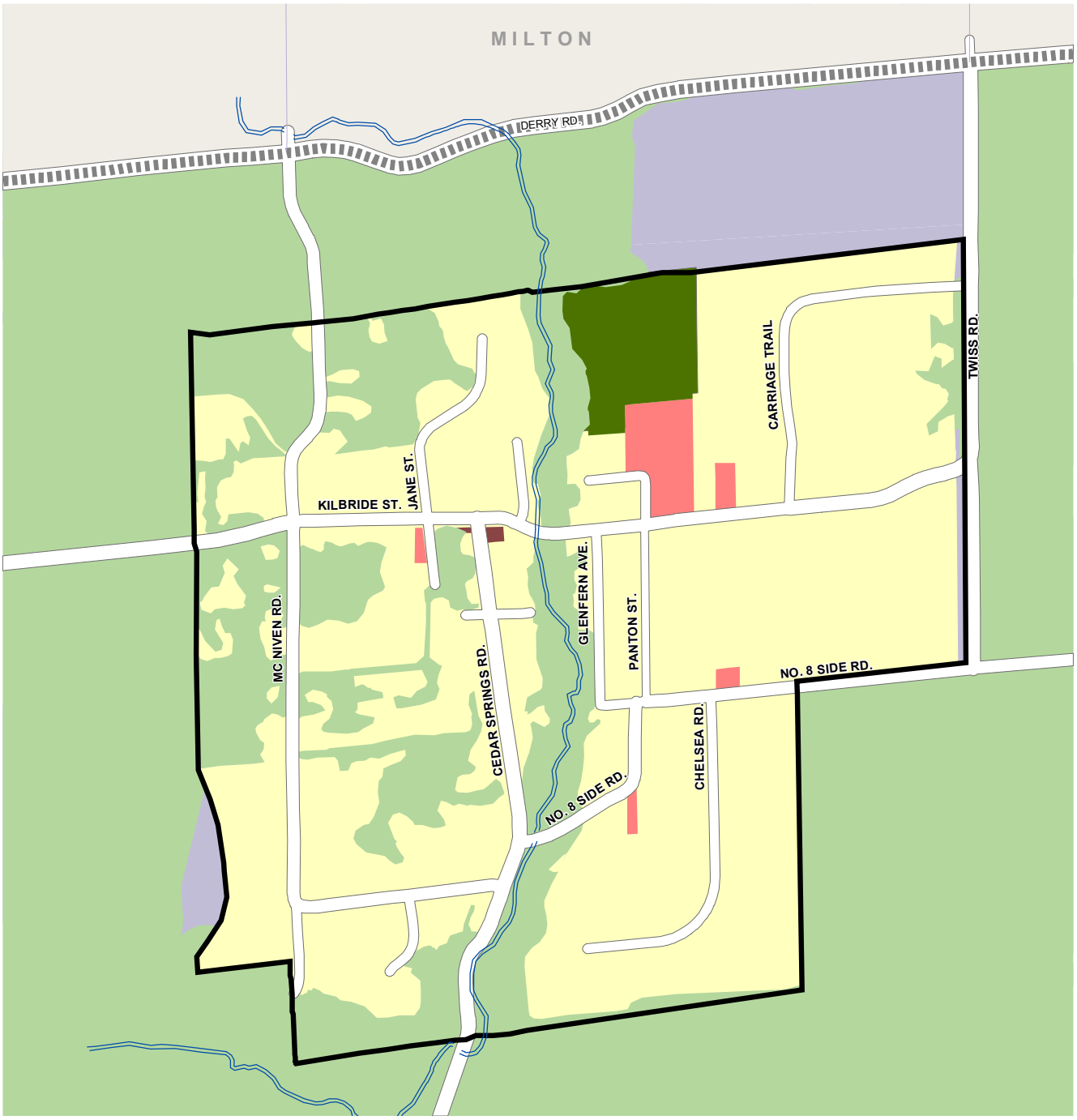
Provincial Plan Areas and Land Use Designations
- Niagara Escarpment Plan Boundary
- Greenbelt Plan Protected Countryside Area
- Greenbelt Natural Heritage System
- Parkway Belt West Plan Boundary

Map Base Information
- Airport
- Rural Area Boundary
- Municipal Boundary

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
The boundaries of the Kilbride, Lowville and Mount Nemo Rural Settlement Areas are shown on this Schedule as a general reference only.
* *The Official Plan designations for the Kilbride, Lowville and Mount Nemo Rural Settlement Areas are shown on Schedules I-1, I-2 and I-3 respectively.*

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE I-1
Land Use - Kilbride Settlement Area
City of Burlington



SCALE 1:12500

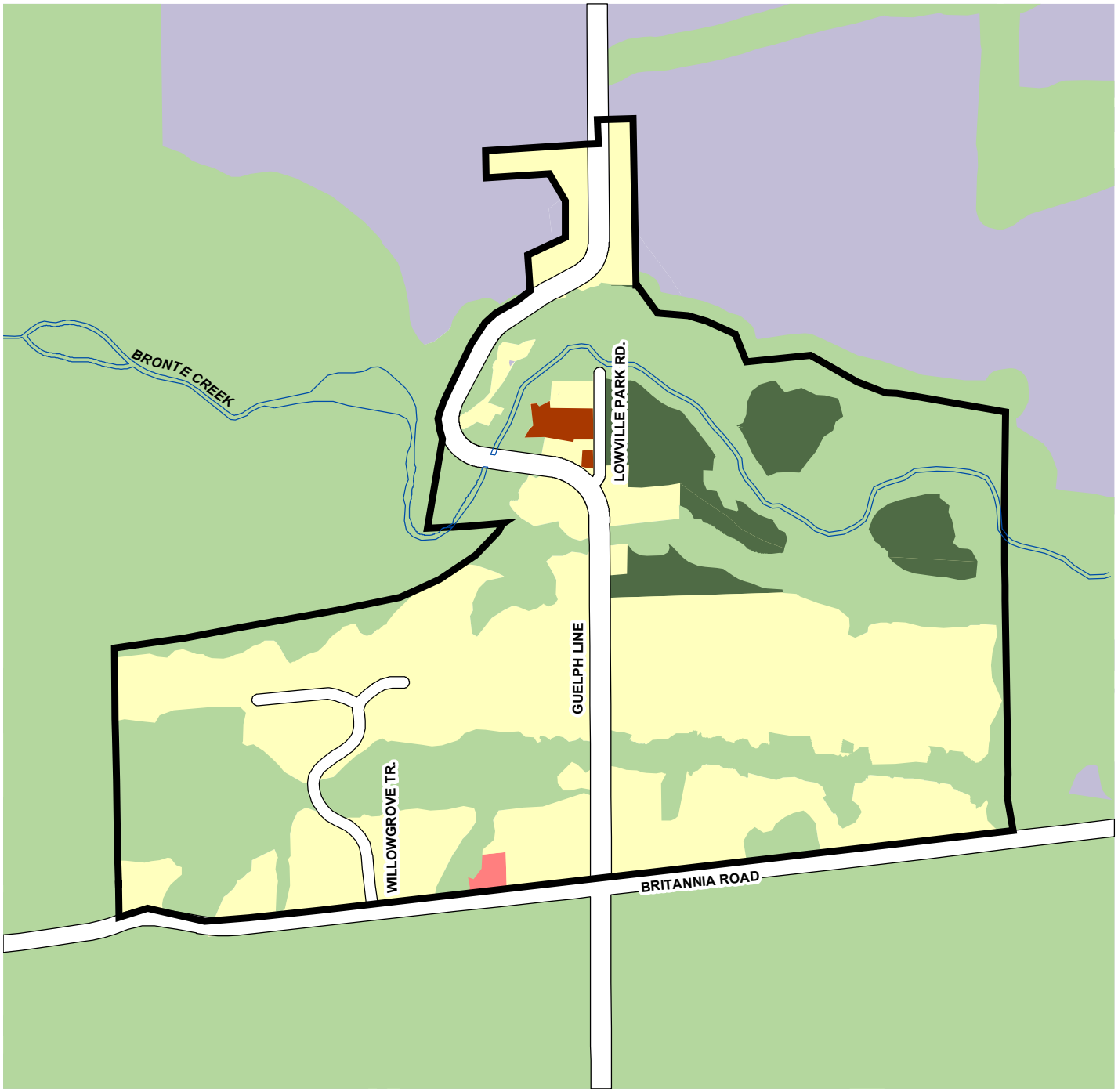
Legend

- Settlement Area Boundary
- Residential
- City's Natural Heritage System
- Park
- Commercial
- Agricultural Area
- Institutional
- Watercourse
- Municipal Boundary

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE I-2
Land Use - Lowville Settlement Area
City of Burlington



SCALE 1:12000

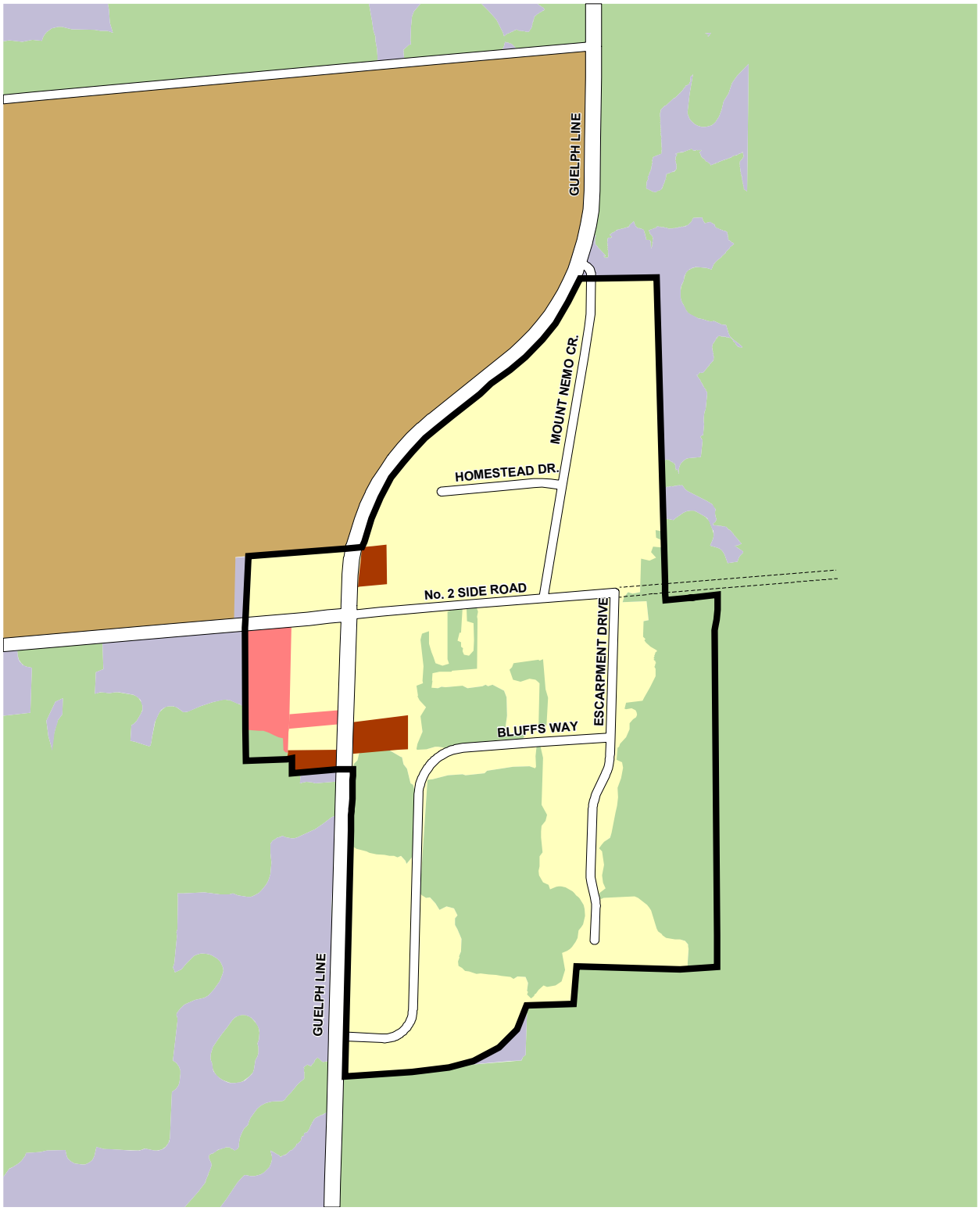
Legend

- Settlement Boundary Area
- Residential
- Agricultural Area
- City's Natural Heritage System
- Institutional
- Park
- Commercial
- Watercourse

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE I-3
Land Use - Mount Nemo Settlement Area
City of Burlington



SCALE 1:12500

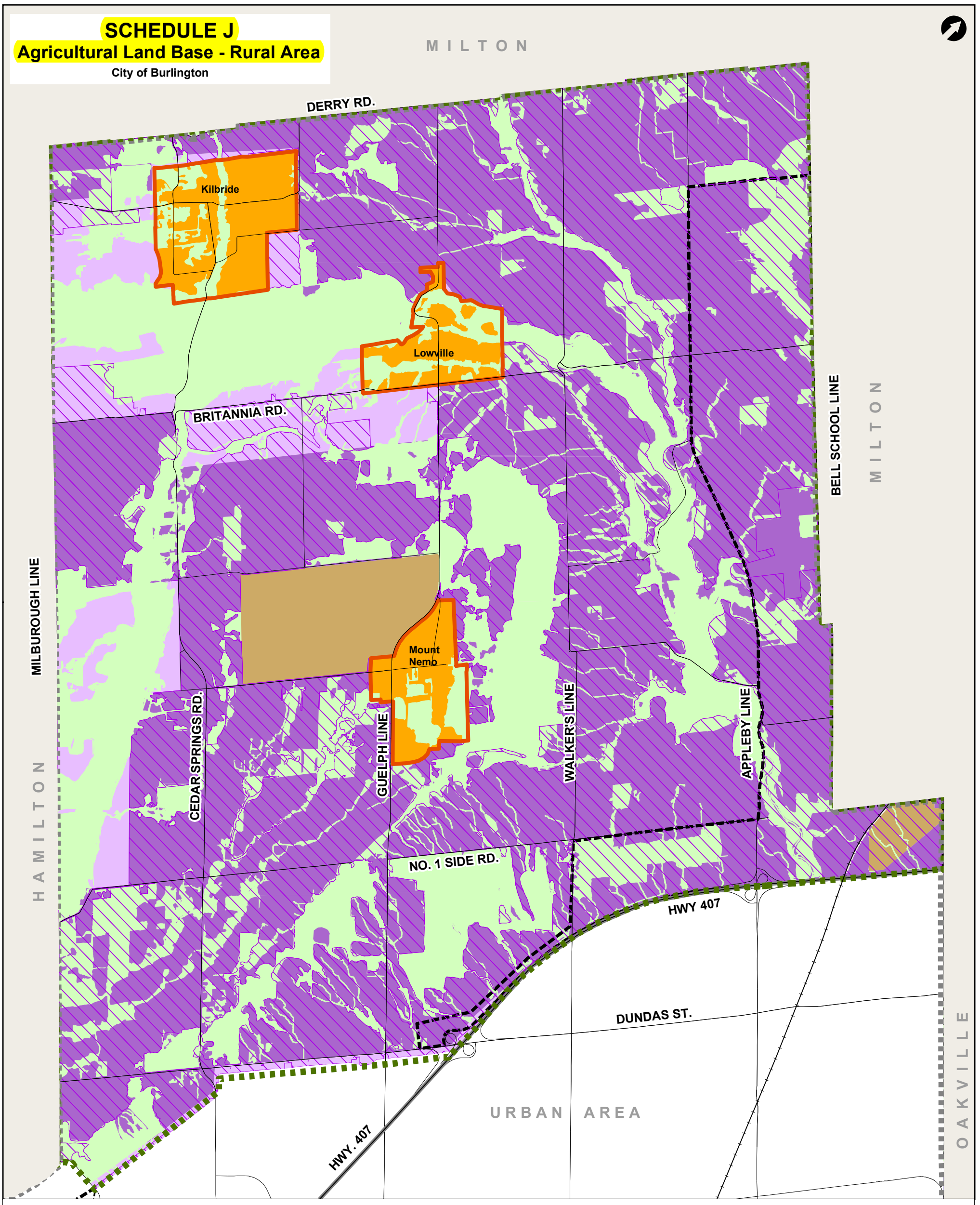
Legend

- Settlement Area Boundary
- Residential
- City's Natural Heritage System
- Commercial
- Agricultural Area
- Institutional
- Mineral Resource Extraction Area

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE J
Agricultural Land Base - Rural Area
City of Burlington



Legend

Agricultural Land Base
- Prime Agricultural Area
- Agricultural Land Base Outside Prime Agricultural Area
- Provincial Agricultural Land Base for the Greater Golden Horseshoe

Contextual References
- Greenbelt Plan Protected Countryside Boundary
- Key Natural Heritage Features
- Mineral Resource Extraction Area
- Rural Area Boundary
- Municipal Boundary

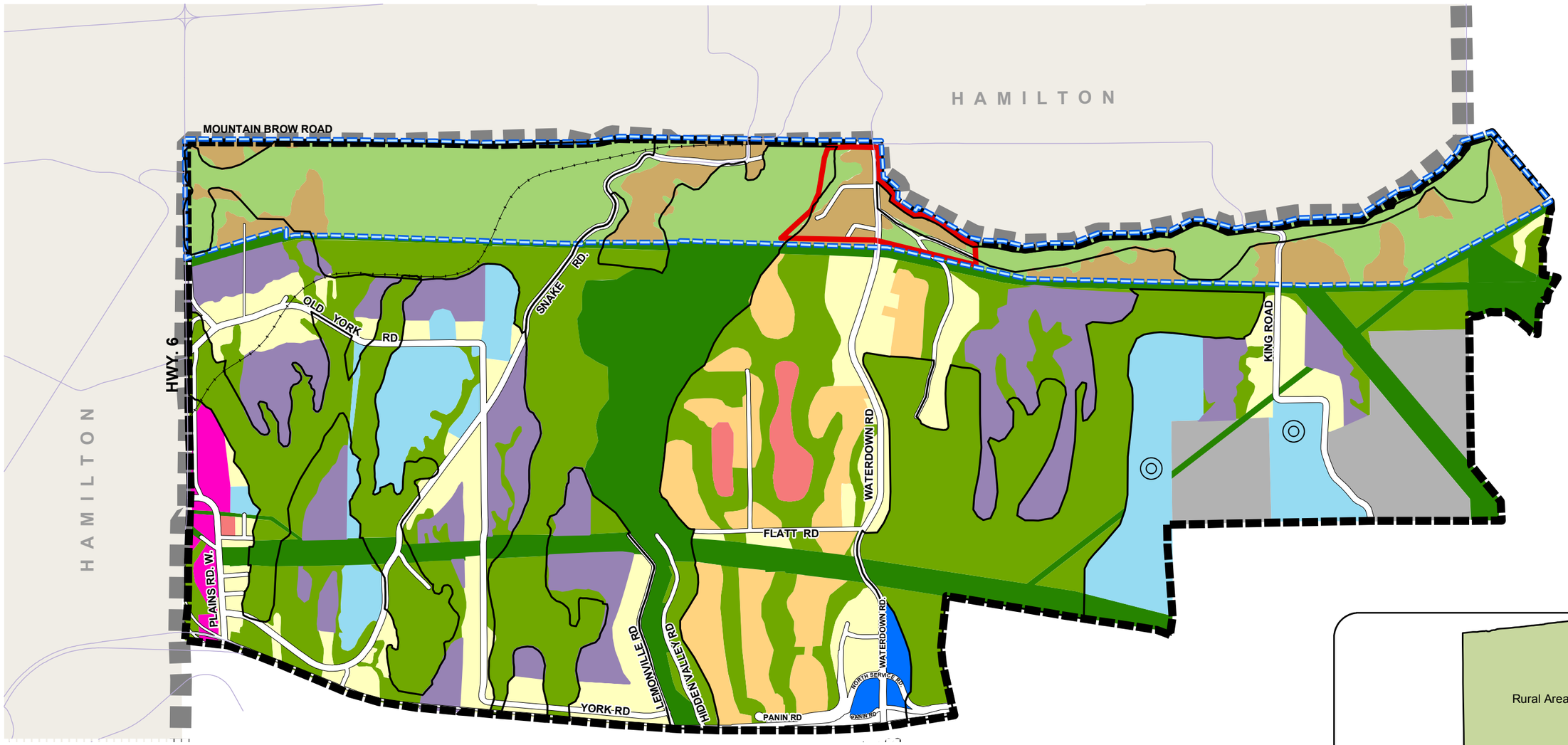
Settlement Areas
- Rural Settlement Area Boundary
- Rural Settlement Area

0 0.5 1 2 3 Kilometers

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

JULY 2026 OFFICE CONSOLIDATION

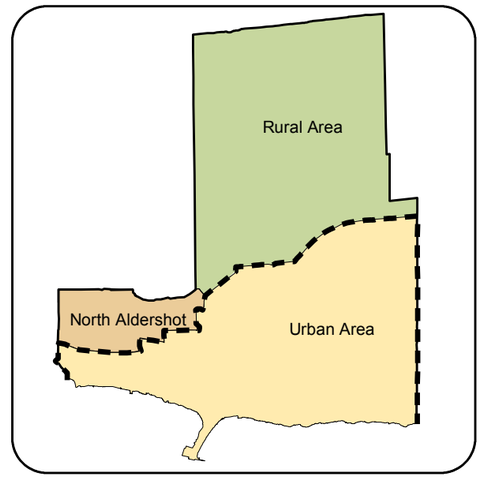
SCHEDULE K
Land Use - North Aldershot
City of Burlington



Legend

- Infill Residential
- Detached Residential
- Cluster Residential
- North Aldershot Office
- Environmental Protection Area
- North Aldershot Commercial
- Parkway Belt West
- Mineral Resource Extraction
- Recreation / Open Space
- North Aldershot Special Study Area
- Greenlands (Escarpment Plan Area)
- Escarpment Protection Area
- Niagara Escarpment Plan Area
- North Aldershot Policy Area
- North Aldershot Area Boundary
- Municipal Boundary
- Environmentally Sensitive Area
  (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006))
- Former Waste Disposal Site

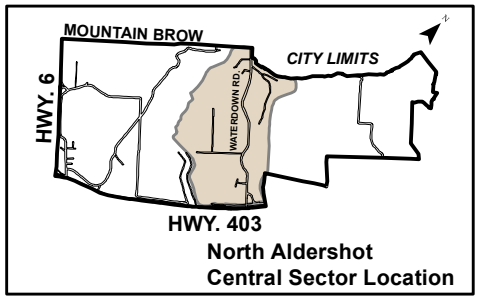
0 0.375 0.75 1.5 2.25 3 Kilometers



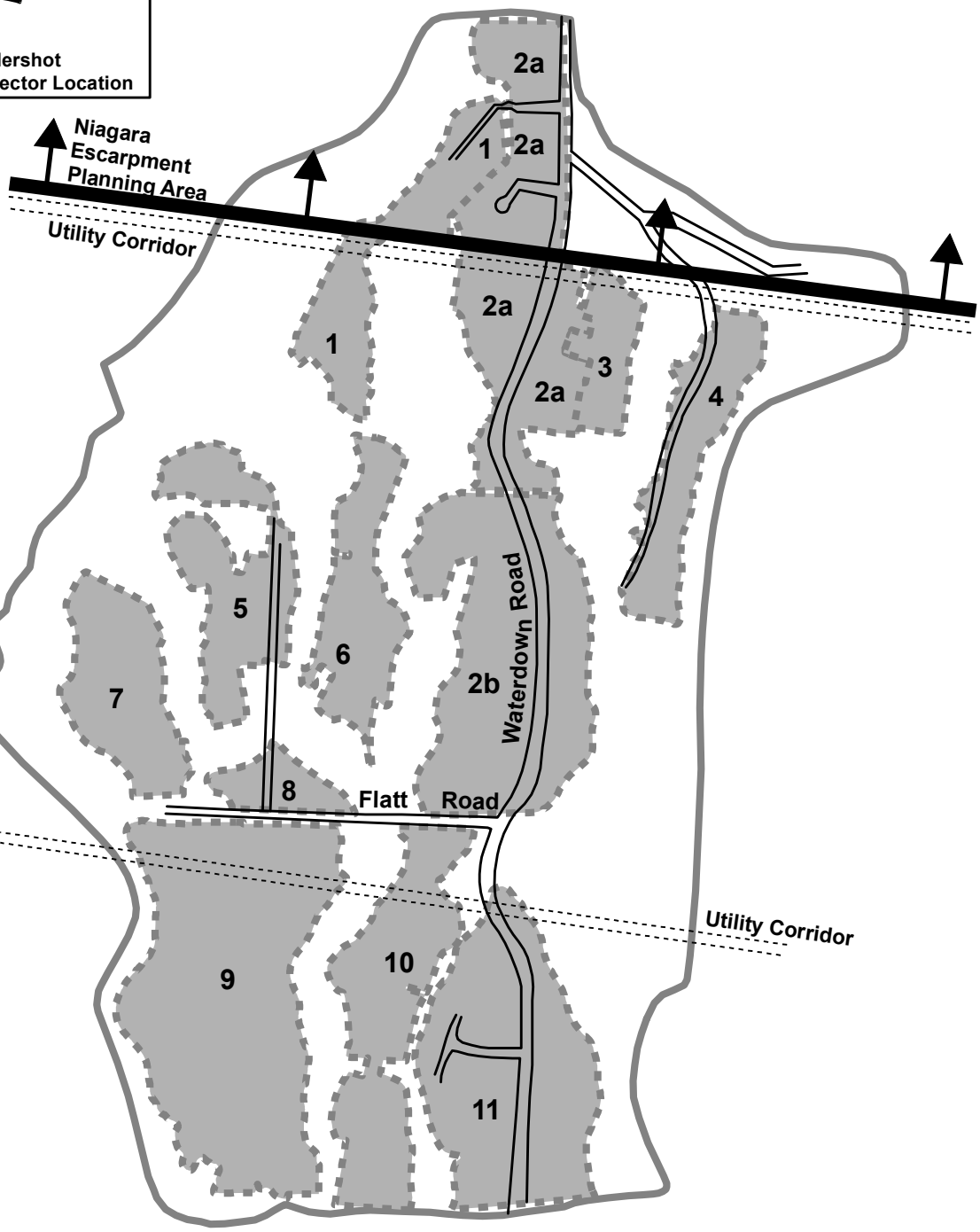
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE L
North Aldershot Central Sector
Sub - Area Key Map
City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.



Legend

North Aldershot Central Sector

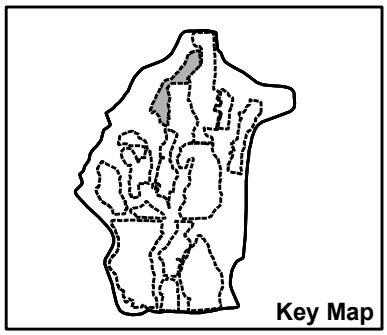
Sub Areas

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

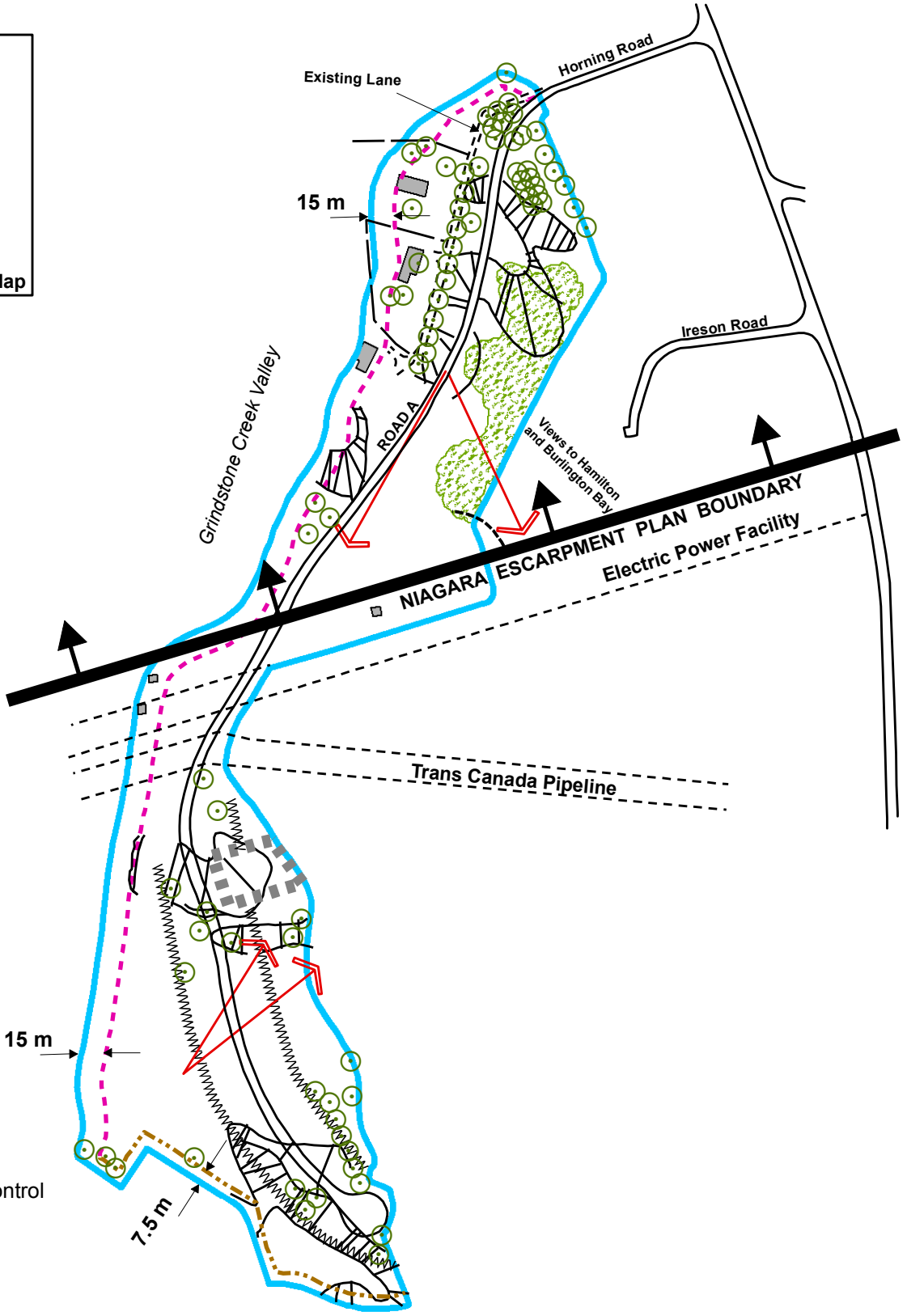
This map is a graphic representation of the original map approved through an OMB decision. Any differences between this map and that approved by the OMB are stylistic in nature only. Nothing in the update of this map represents a change in policy. In the case of a descrepancy between this map and the orginal map, refer to the OMB decision.
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-1
North Aldershot Central Sector
Sub - Area 1
City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.



Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- Existing Tree
- Proposed Road
- Views
- Existing House

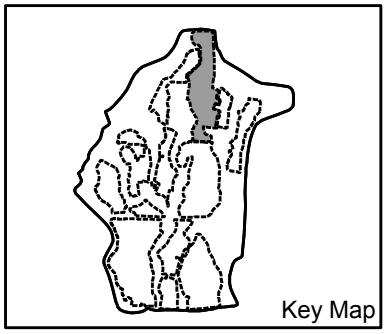
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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

This map is a graphic representation of the original map approved through an OMB decision. Any differences between this map and that approved by the OMB are stylistic in nature only. Nothing in the update of this map represents a change in policy. In the case of a descrepancy between this map and the orginal map, refer to the OMB decision.
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-2a
North Aldershot Central Sector
Sub - Area 2a
City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.

Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Existing Vegetation
- Existing Tree
- Drainage Control
- Views
- Existing House

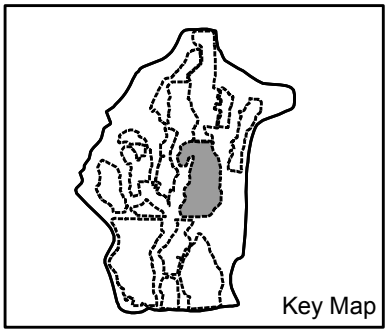
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

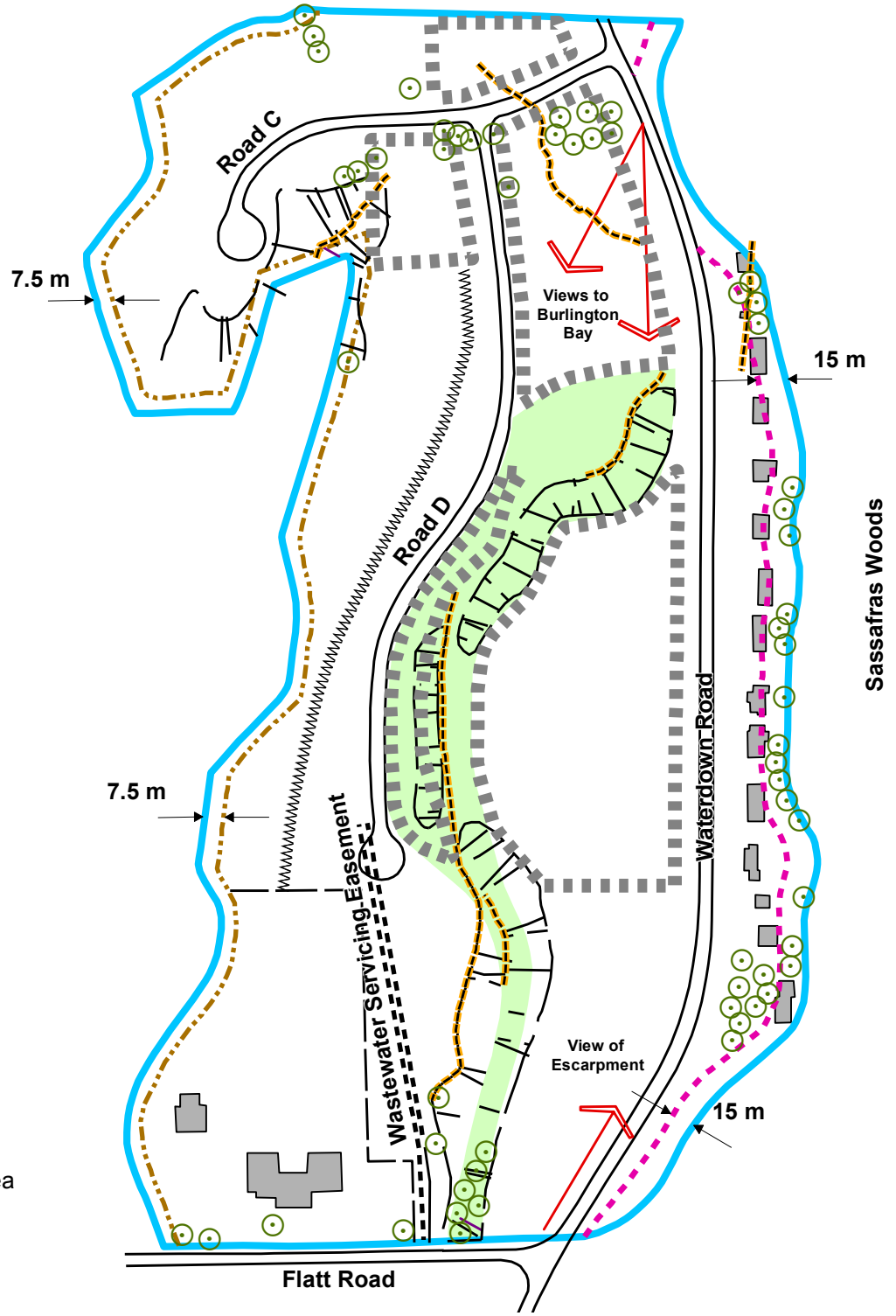
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

This map is a graphic representation of the original map approved through an OMB decision. Any differences between this map and that approved by the OMB are stylistic in nature only. Nothing in the update of this map represents a change in policy. In the case of a descrepancy between this map and the orginal map, refer to the OMB decision.
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-2b
North Aldershot Central Sector
Sub - Area 2b
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Environmental Protection Area
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

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

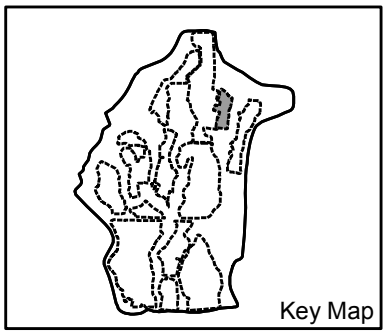
This map is a graphic representation of the original map approved through an OMB decision. Any differences between this map and that approved by the OMB are stylistic in nature only. Nothing in the update of this map represents a change in policy. In the case of a descrepancy between this map and the orginal map, refer to the OMB decision.
Official Plan Amendment No. 197 (1996)

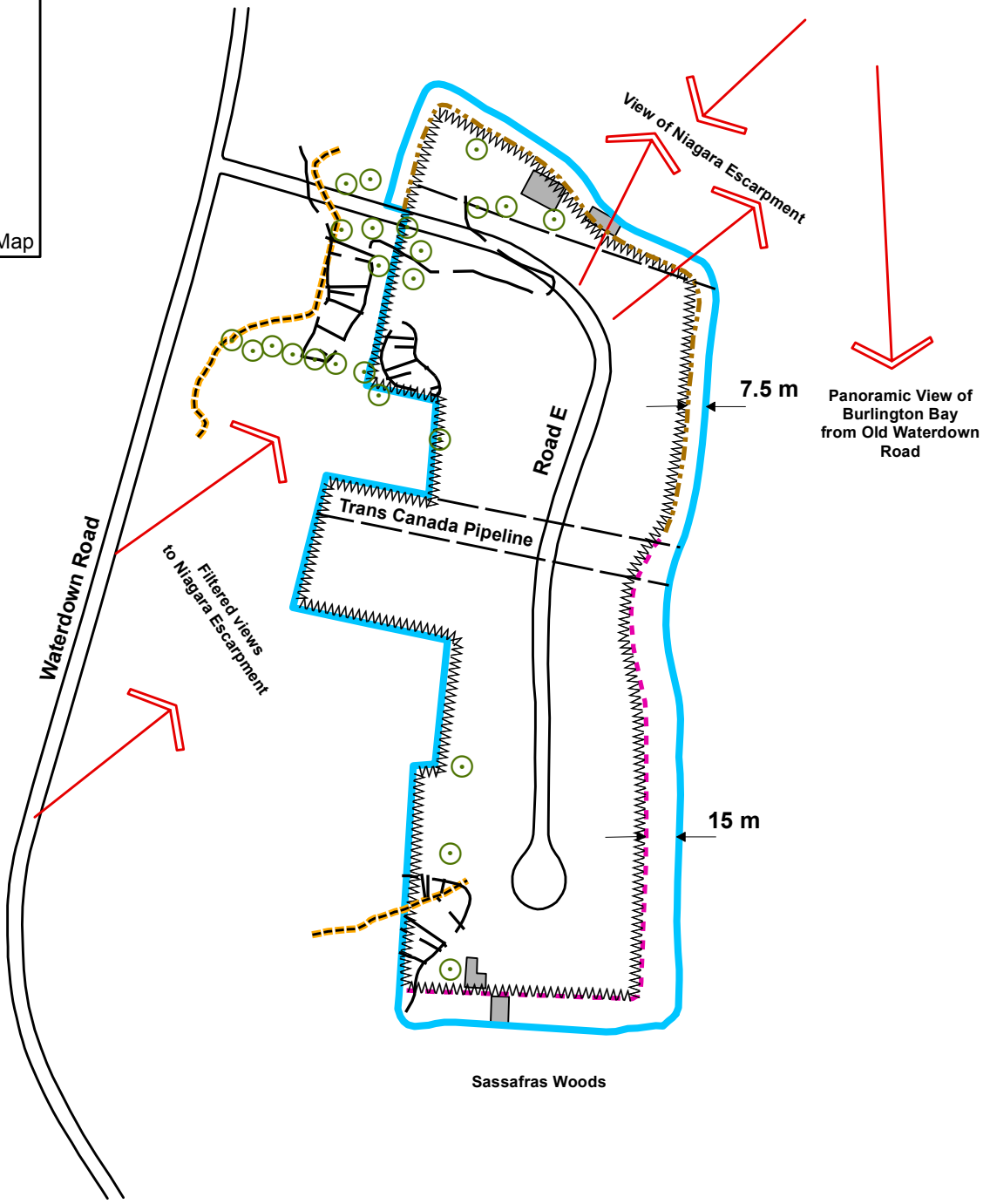
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

Not to Scale

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE L-3
North Aldershot Central Sector
Sub - Area 3
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Building Envelope Control
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

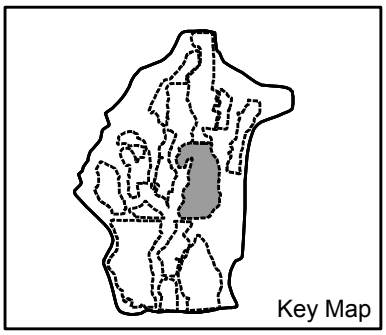
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

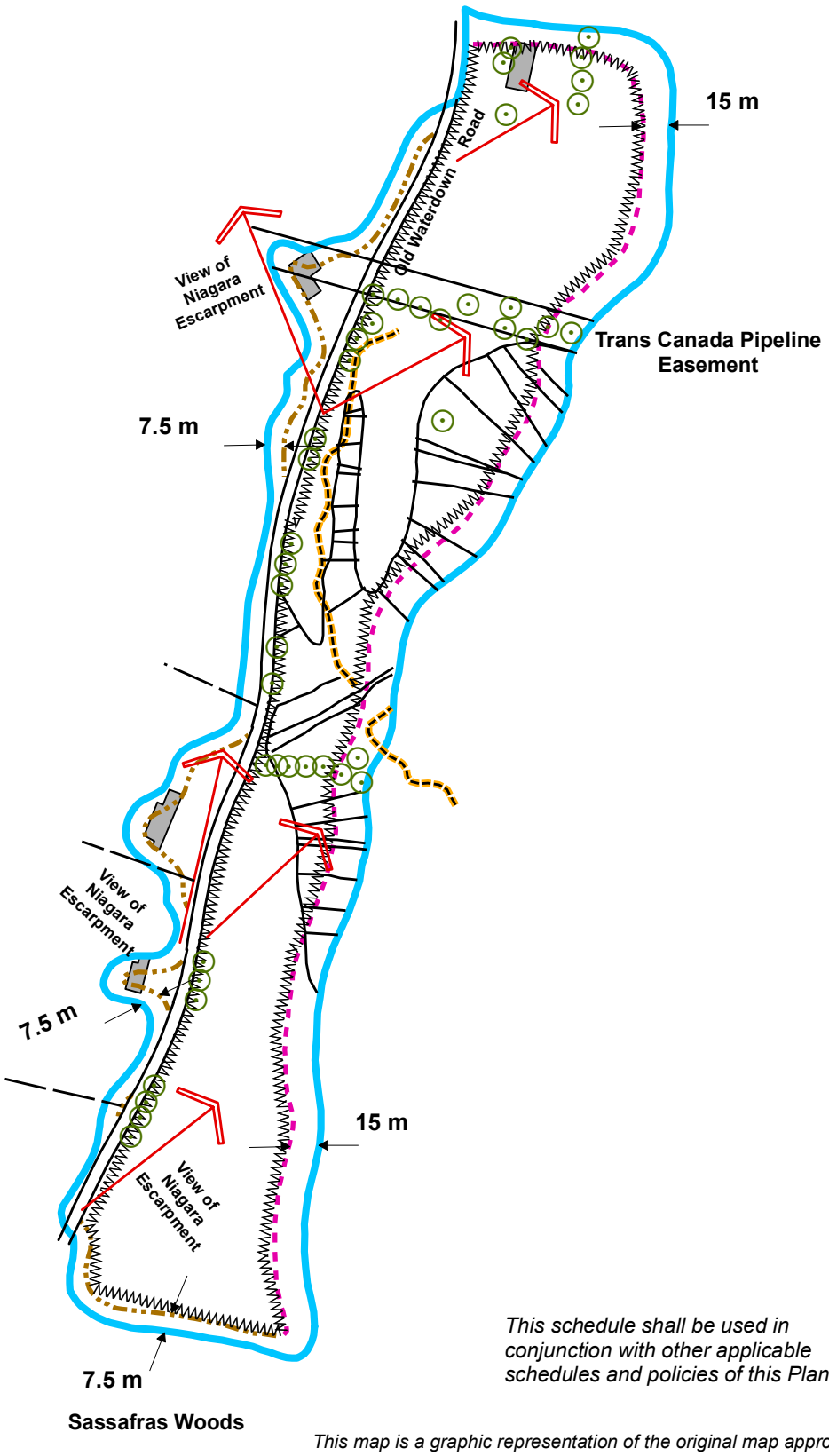
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

This map is a graphic representation of the original map approved through an OMB decision. Any differences between this map and that approved by the OMB are stylistic in nature only. Nothing in the update of this map represents a change in policy. In the case of a descrepancy between this map and the orginal map, refer to the OMB decision.
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-4
North Aldershot Central Sector
Sub - Area 4
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Building Envelope Control
- Existing Tree
- Drainage Control
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

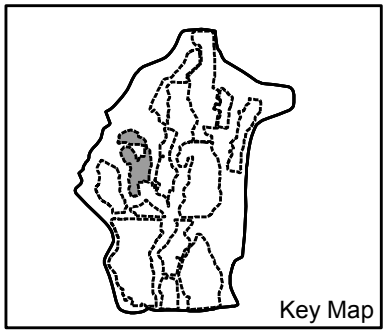
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

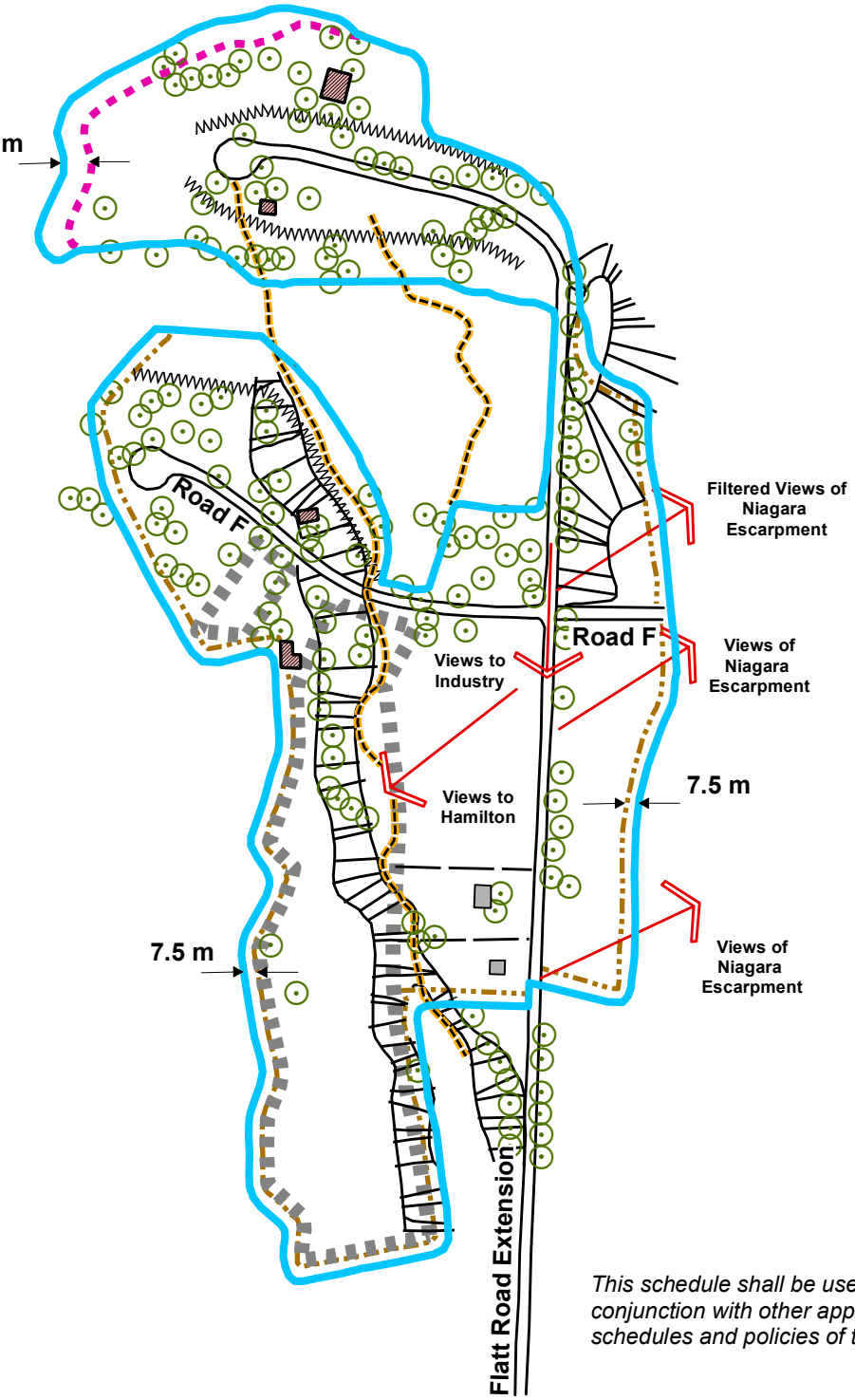
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Official Plan Amendment No. 197 (1996)

Not to Scale

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE L-5
North Aldershot Central Sector
Sub - Area 5
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House
- Heritage Feature

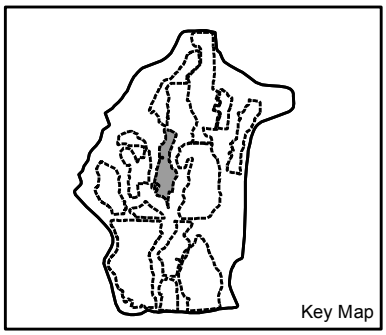
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

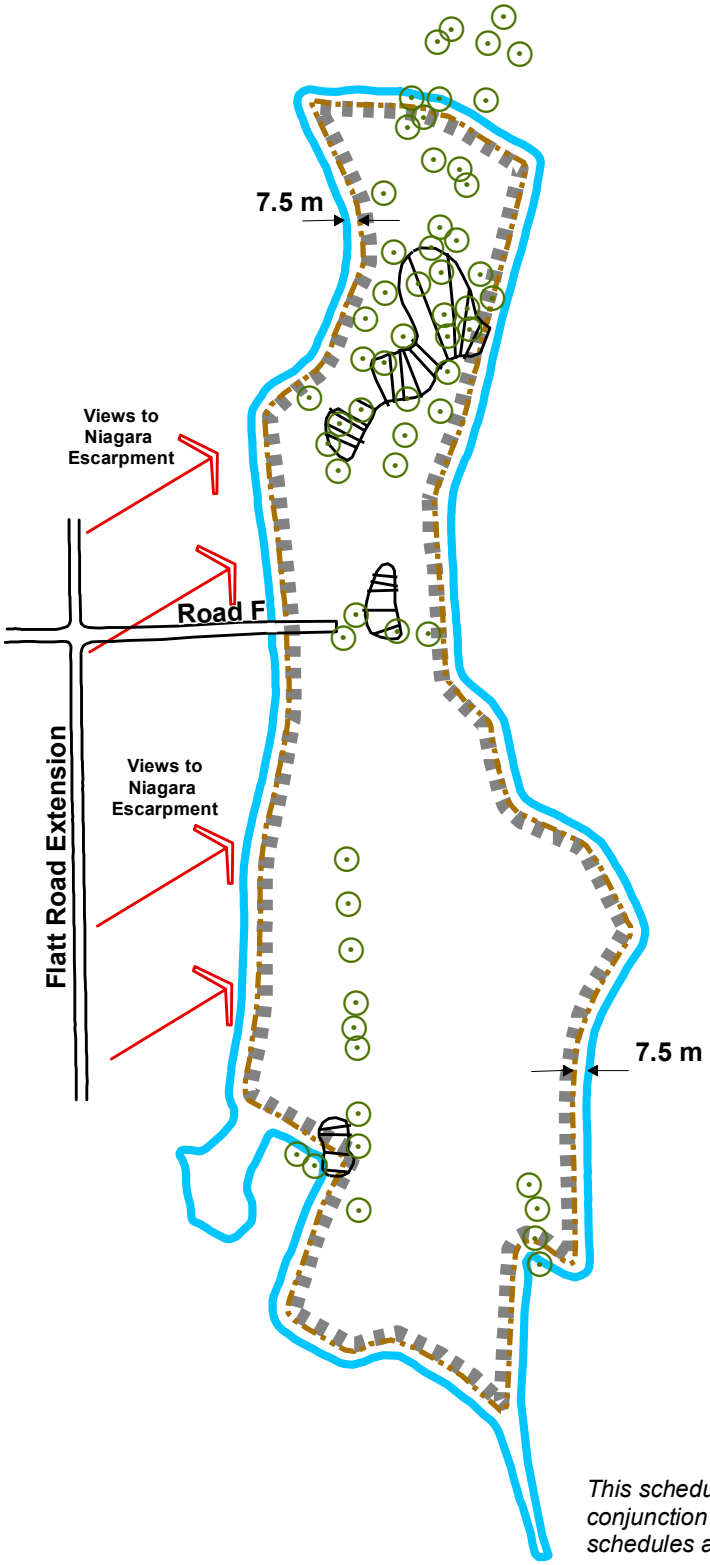
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Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-6
North Aldershot Central Sector
Sub - Area 6
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- ExistingTree
- Proposed Road
- Views

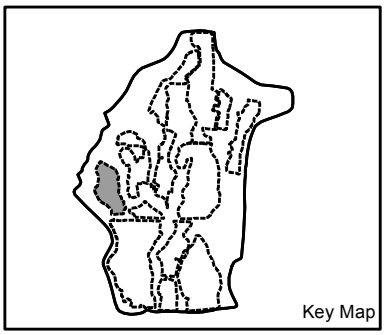
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

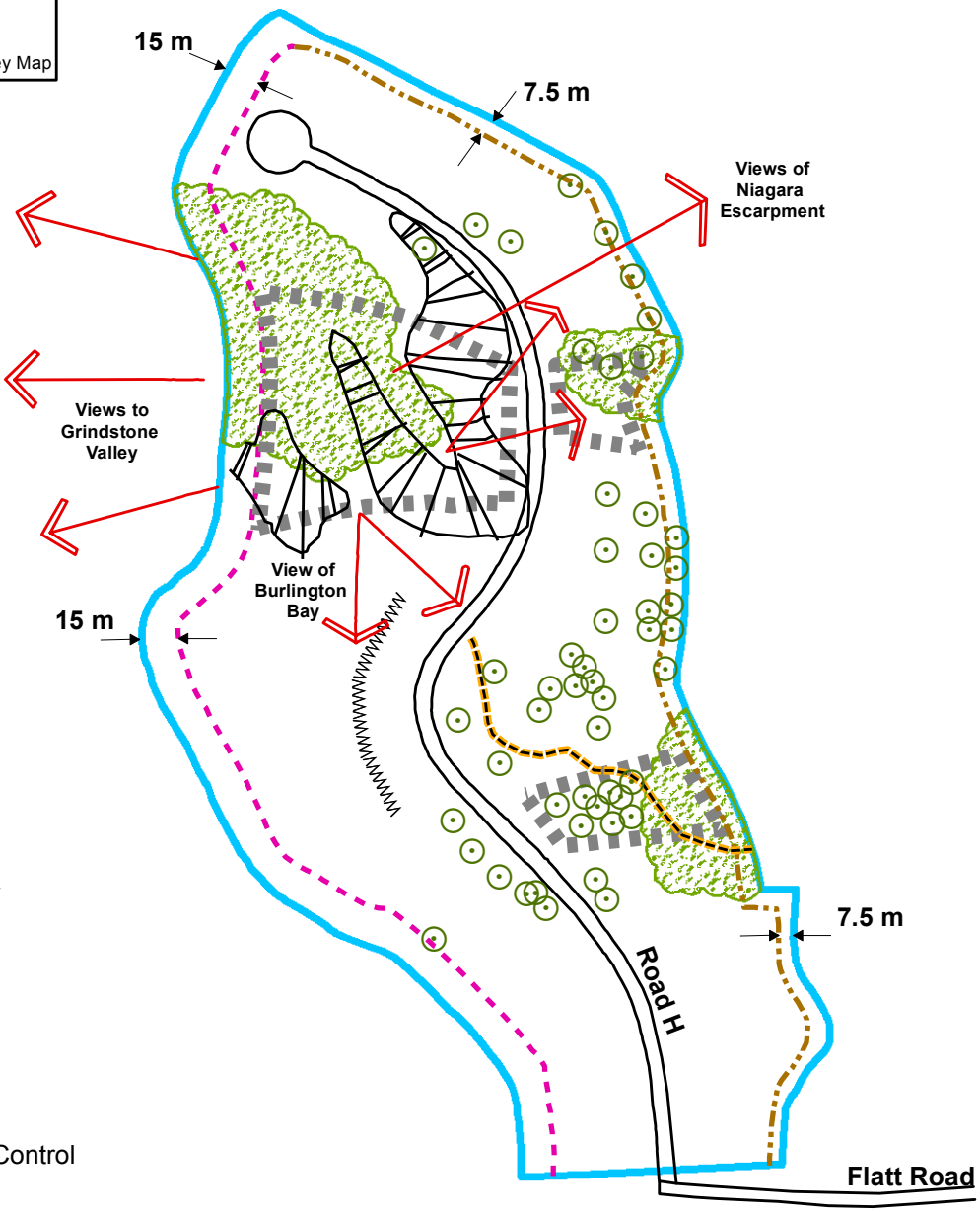
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Official Plan Amendment No. 197 (1996)

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

Not to Scale

SCHEDULE L-7
North Aldershot Central Sector
Sub - Area 7
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- ExistingTree
- Drainage Control
- Proposed Road
- Views

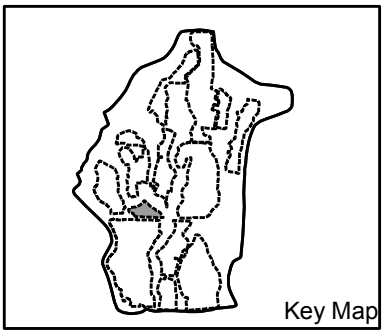
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

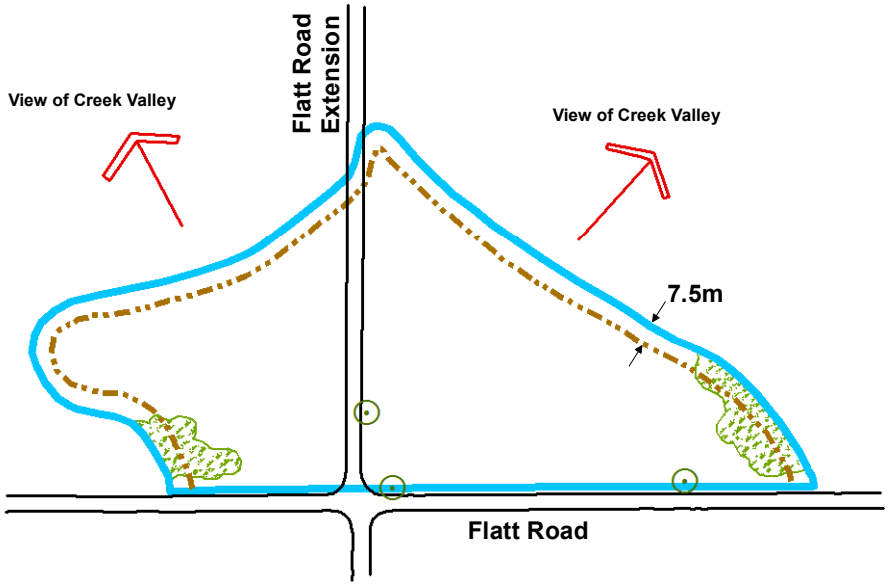
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Official Plan Amendment No. 197 (1996)

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

Not to Scale

SCHEDULE L-8
North Aldershot Central Sector
Sub - Area 8
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Existing Vegetation
- Existing Tree
- Views

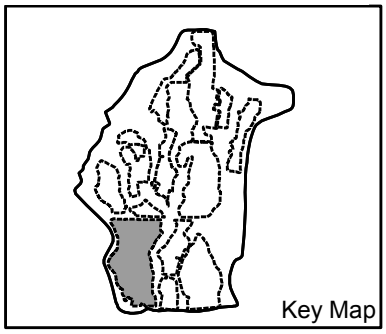
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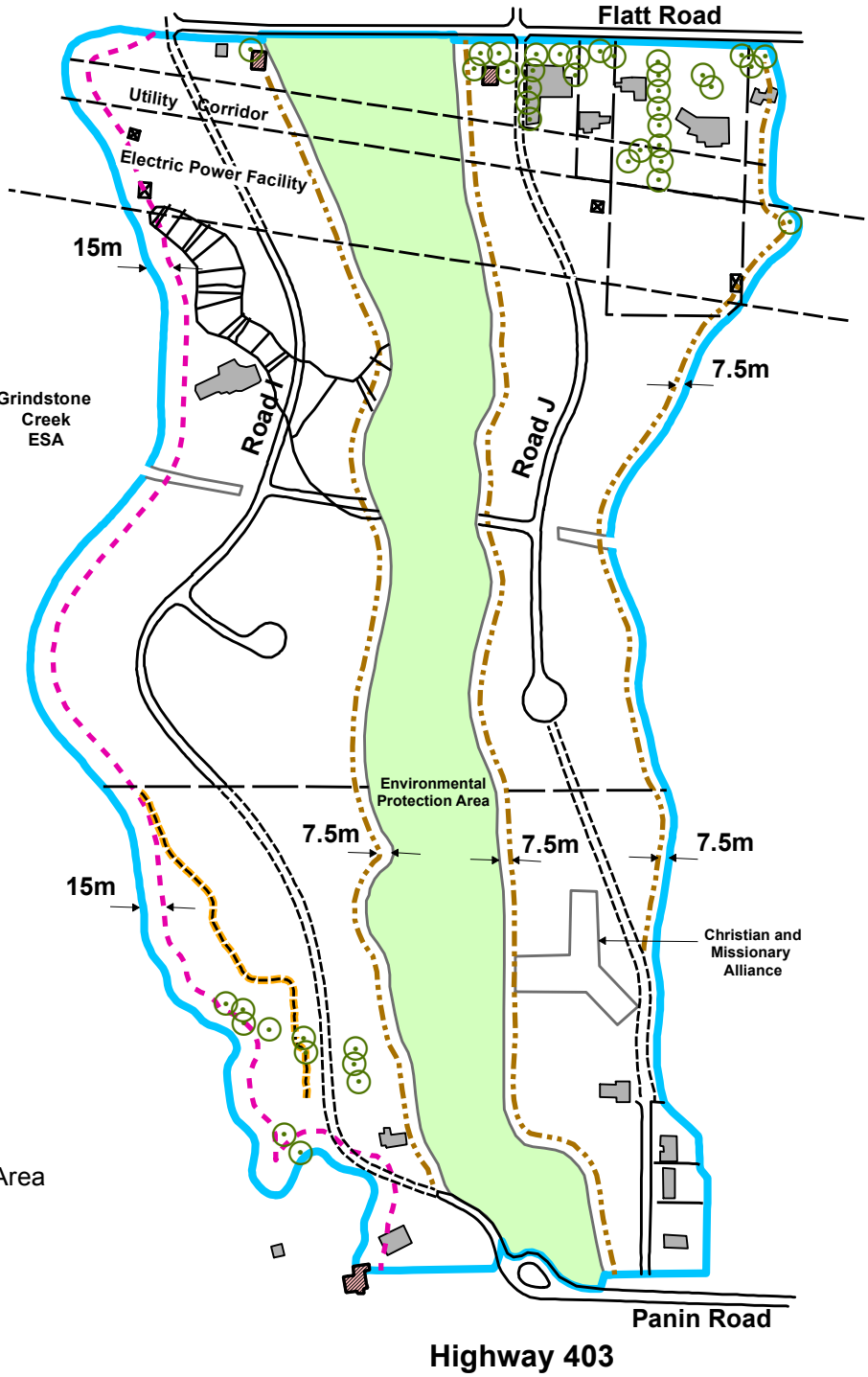
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Official Plan Amendment No. 197 (1996)

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

Not to Scale

SCHEDULE L-9
North Aldershot Central Sector
Sub - Area 9
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Environmental Protection Area
- Existing Tree
- Drainage Control
- Proposed Road
- Existing House
- Heritage Feature
- Access to be Determined

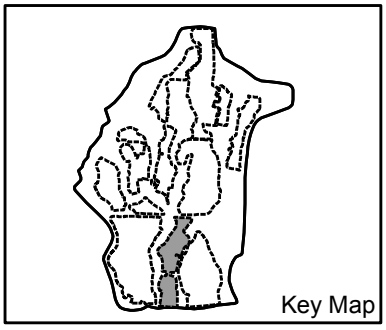
The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

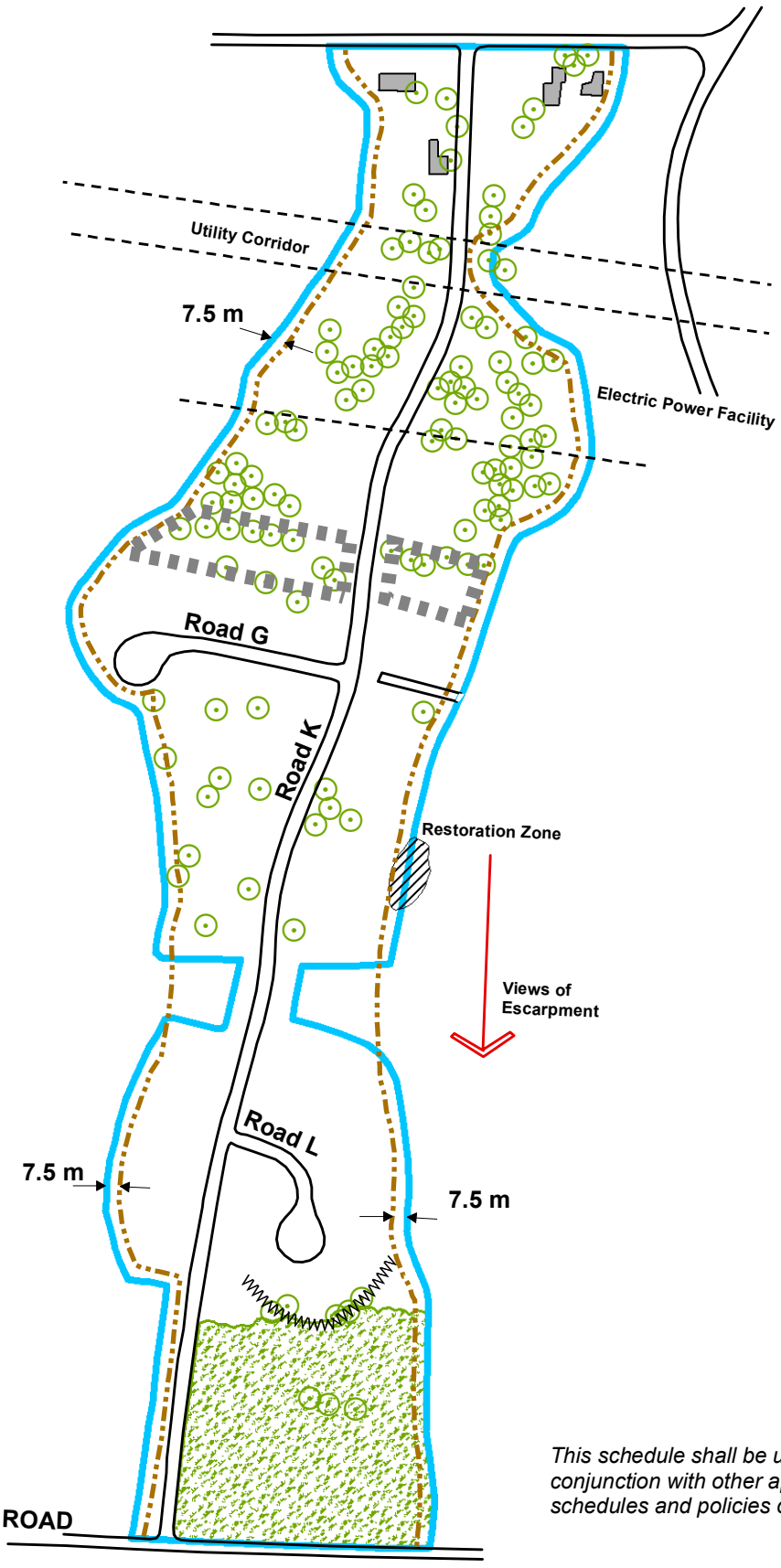
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

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Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE L-10
North Aldershot Central Sector
Sub - Area 10
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

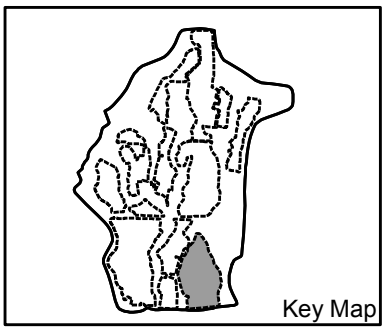
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

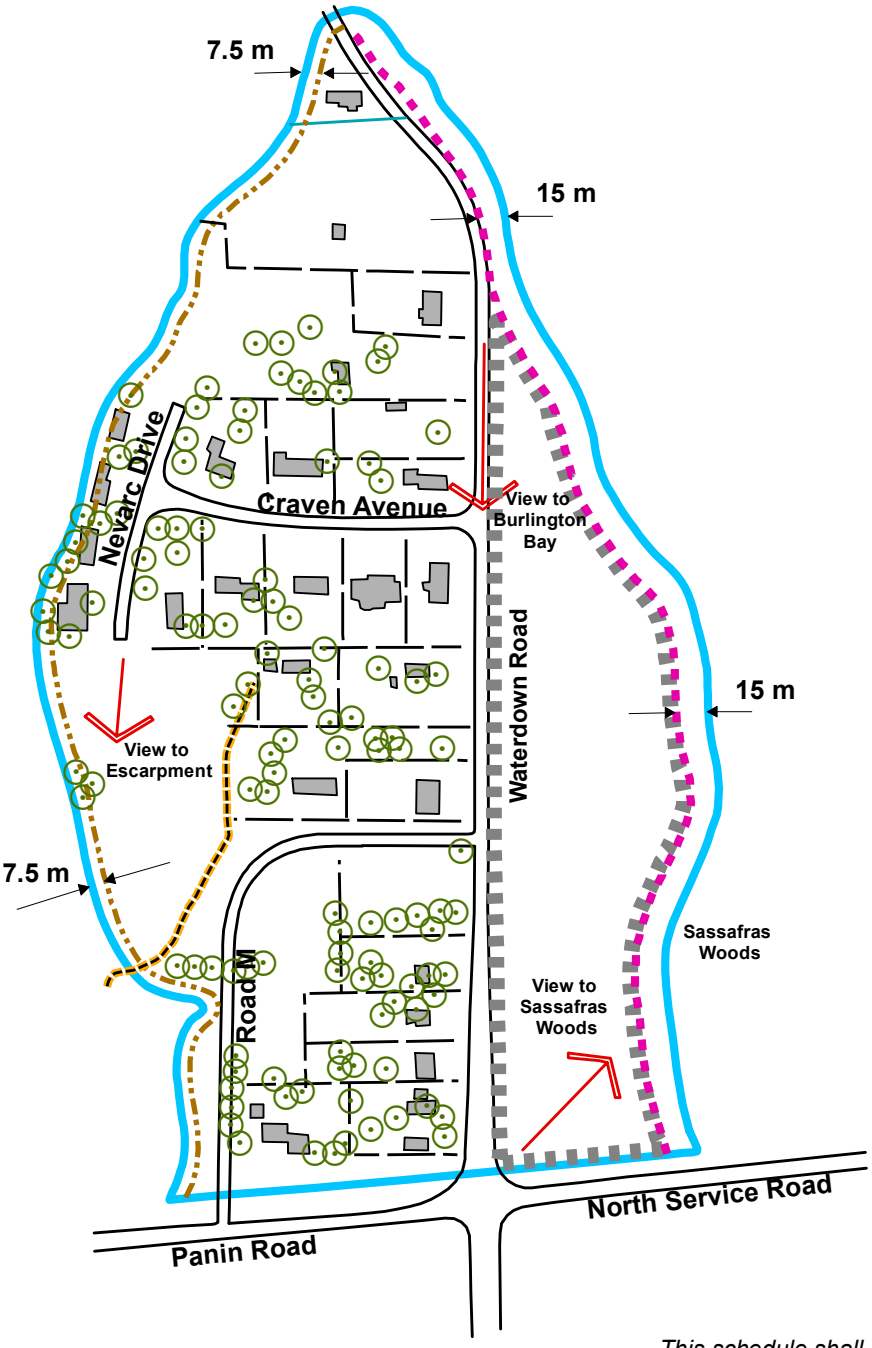
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Official Plan Amendment No. 197 (1996)

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

Not to Scale

SCHEDULE L-11
North Aldershot Central Sector
Sub - Area 11
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Site Plan Control
- Existing Tree
- Drainage Control
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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

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Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M
The Natural Heritage System

City of Burlington

Legend

Natural Heritage System

- Key Natural Features
- Prime Agricultural Lands in Enhancements, Linkages and Buffers
- Other Enhancement Areas, Linkages and Buffers
- Greenbelt Natural Heritage System
- Shorelines of Lake Ontario and Burlington Bay

Provincial Plans

- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary

Contextual References

- Rural Settlement Area Boundary
- Rural Settlement Area
- Mineral Resource Extraction Area
- Municipal Boundary
- Urban Boundary



MILTON
HAMILTON
OAKVILLE
HAMILTON
DERRY RD.
Kilbride
Lowville
BRITANNIA RD.
BELL SCHOOL LINE
MILBUROUGH LINE
Mount Nemo
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
HWY. 407
UPPER MIDDLE ROAD
BRANT ST.
NO. 6 HWY. N
WATERDOWN RD.
MAINWAY
Q.E.W. / HWY. 403
HWY. 403
HARVESTER RD.
PLAINS ROAD
FAIRVIEW ST.
BURLOAK DR.
NORTH SHORE BLVD.
KING RD.
Q.E.W.
MAPLE AVE.
NEW ST.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO

0 2.5 5 10 15 20 Km

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

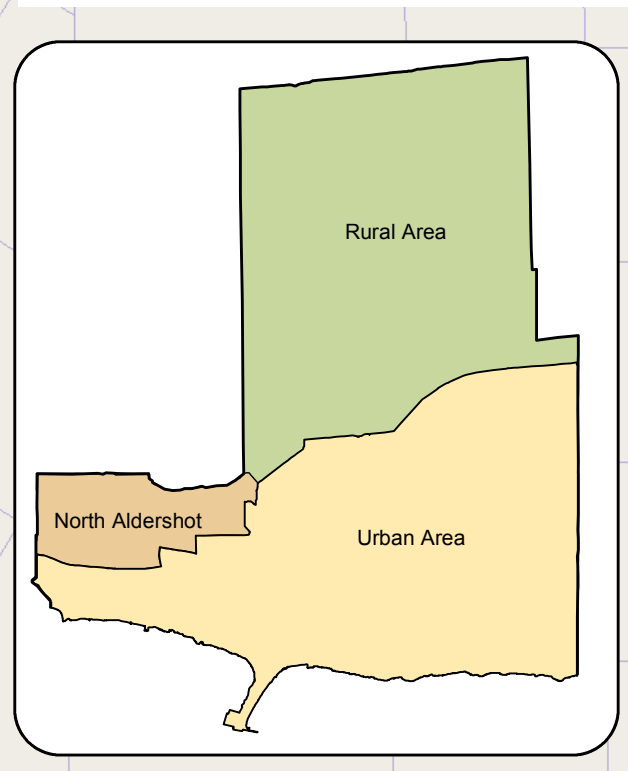
SCHEDULE N
Identified Mineral Resources
City of Burlington

Legend

- Mineral Resource Extraction Area
- Identified Mineral Resource Area

Contextual References

- Rural Area Boundary
- Rural Settlement Area Boundary
- North Aldershot Boundary
- Municipal Boundary
- Urban Boundary



MILTON
HAMILTON
OAKVILLE
HAMILTON
DERRY RD.
BELL SCHOOL LINE
Kilbride
Lowville
BRITANNIA RD.
MILBUROUGH LINE
CEDAR SPRINGS RD.
Mount Nemo
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
HWY 407
DUNDAS ST.
HWY. 407
UPPER MIDDLE ROAD
BRANT ST.
WATERDOWN RD.
NO. 6 HWY. N
MAINWAY
HWY. 403
Q.E.W. / HWY. 403
HARVESTER RD.
PLAINS ROAD
FAIRVIEW ST.
NORTH SHORE BLVD.
KING RD.
Q.E.W.
MAPLE AVE
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
BURLOAK DR.
NEW ST.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO

0 0.5 1 2 3 4 Kilometers

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

Schedule O-1
Classification of Transportation Facilities - Urban Area
City of Burlington

Legend

- Provincial Freeway
- Provincial Highway
- Major Arterial
- Multi Purpose Arterial
- Urban Avenue
- Main Street
- Industrial Connector
- Neighbourhood Connector
- Proposed Roads
- Special Street (Tremaine Dundas Secondary Plan)
- (#) Regional Road
- Major Transit Station
- Go Transit Car Pool Lot
- Rail Line
- Commuter Rail Corridor
- Higher Order 407 Transit Corridor (Regional Official Plan)
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary
- Urban Centres

RURAL AREA

HAMILTON

For classification of transportation facilities in the Rural Area and North Aldershot see Schedule O-2.

For classification of transportation facilities in the Uptown Urban Centre see Schedule O-4.

NORTH ALDERSHOT

HWY 6

HWY 407

HWY 403

DUNDAS ST.

UPPER MIDDLE ROAD

UPPER MIDDLE RD.

MAINWAY

MOUNTAINSIDE DR.

LEIGHLAND RD.

NORTH SERVICE RD.

SOUTH SERVICE RD.

Q.E.W.

HARVESTER RD.

FAIRVIEW ST.

NEW ST.

SPRUCE AVE.

LAKESHORE RD.

NORTH SHORE BLVD. E

PLAINS RD. W.

PLAINS RD. E

TOWNSEND AVE.

EASTPORT DR.

PALLADIUM WAY

THOMAS ALTON BLVD.

DRYDEN AVE

MILLCROFT PARK DR.

CORPORATE DR.

C.N.R.

TREMAINE RD.

CAVENDISH DR.

HEADON FOREST DR.

HEADON RD.

WALKER'S LINE

BERWICK DR.

SUTTON RD.

APPLEBY LINE

BURLOAK DR.

GUELPH LINE

FISHER AVE.

BRANT ST.

KERNS RD.

KING RD.

MAPLE AVE.

OAKVILLE

BURLINGTON BAY

LAKE ONTARIO

For classification of transportation facilities in the Downtown Urban Centre see Schedule O-3.

0 0.5 1 2 3 4 5 Km

Local Streets and Industrial Streets are not shown on this schedule.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE O-2
Classification of Transportation Facilities
Rural Area and North Aldershot
City of Burlington

Legend
- Provincial Freeway
- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Rural Connector
- Rural Local
- Rural Main Street
- Municipal Boundary
- Urban Boundary
- Rail Line
- # Regional Road

MILTON
HAMILTON
OAKVILLE
RURAL AREA
URBAN AREA
NORTH ALDERSHOT
DERRY RD.
KILBRIDE ST.
NO. 8 SIDE RD.
BRITANNIA RD.
BLIND LINE
COLLING RD.
NO. 2 SIDE RD.
NO.4 SIDE RD.
NO. 1 SIDE RD.
MILBUROUGH LINE
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
BELL SCHOOL LINE
DUNDAS ST.
KING RD.
SNAKE RD.
WATERDOWN RD.
NO. 6 HWY. N
PLAINS RD.
HWY. 407
HWY. 403
Q.E.W.
BURLOAK DR.
BURLINGTON BAY
LAKE ONTARIO
7
24
20
1
22
5

For classification of Dundas Street see Schedule P-1.

0 0.5 1 2 3 4 5 Km

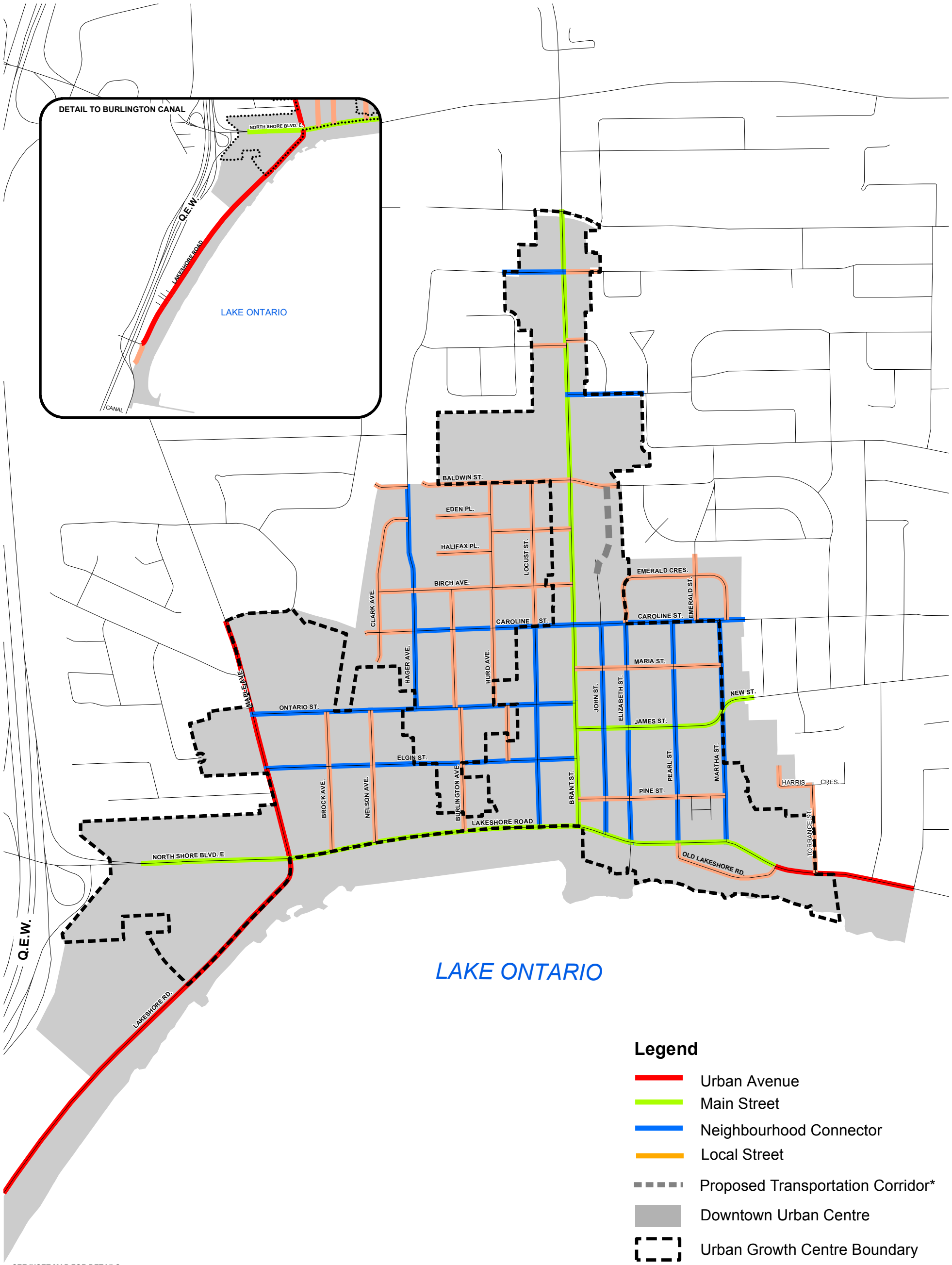
For classification of transportation facilities in the Urban Area see Schedule P-1.

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

Schedule O-3
Classification of Transportation Facilites
Downtown Urban Centre
City of Burlington



Legend

- Urban Avenue
- Main Street
- Neighbourhood Connector
- Local Street
- Proposed Transportation Corridor*
- Downtown Urban Centre
- Urban Growth Centre Boundary

*Exact location and function of the proposed transportation corridor to be determined through comprehensive block planning.

0 0.5 1 2 3 Kilometers

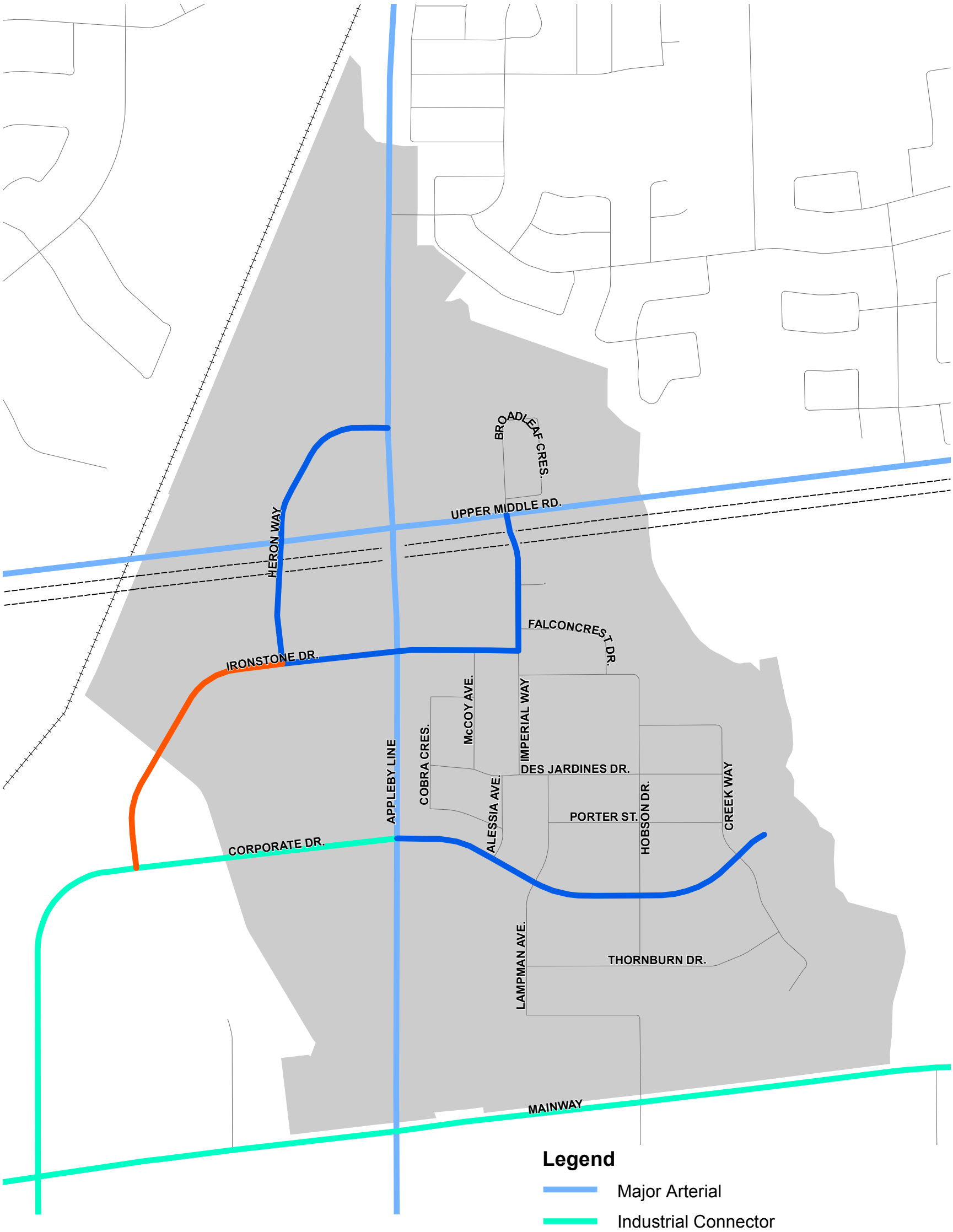
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE O-4

Classification of Transportation Facilities - Uptown Urban Centre

City of Burlington



Legend

- Major Arterial
- Industrial Connector
- Neighbourhood Connector
- Local Street
- Industrial Street
- Utility Corridor
- Uptown Urban Centre
- Rail Line

0 125 250 500 750 1,000 m

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE P
Long Term Cycling Master Plan
City of Burlington

LEGEND

City Bike Network
- Bike Lane
- Bicycle Priority Street
- Paved Shoulder
- Signed route
- Multi-Use Path
- Grade Separated Crossing
- Highway Interchange Crossing

Regional Bike Network
- Bike Lane
- Buffered Bike Lane
- Boulevard Trail
- Boulevard Multi-Trail
- Waterfront Trail
- Paved Shoulder
- Interchange Improvement

Contexual References
- MajorTransit Station
- Go Transit Car Pool Lot
- (#) Regional Road
- Municipal Boundary

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
BURLINGTON BAY
LAKE ONTARIO
HAMILTON
HWY 407
HWY 403
HWY 6
Q.E.W.
C.N.R.
C.P.R.
DUNDAS ST.
UPPER MIDDLE ROAD
UPPER MIDDLE RD.
MAINWAY
NORTH SERVICE RD.
SOUTH SERVICE RD.
LEIGHLAND RD.
HARVESTER RD.
FAIRVIEW ST.
NEW ST.
SPRUCE AVE
LAKESHORE RD.
NORTH SHORE BLVD. E
PLAINS RD. W.
PLAINS RD. E
TOWNSEND AVE.
MOUNTAINSIDE DR.
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
BURLOAK DR.
WATERDOWN RD.
KERNS RD.
KING RD.
BRANT ST.
MAPLE AVE.
FISHER AVE.
CAVENDISH DR.
HEADON FOREST DR.
HEADON RD.
WALKER'S LINE
BERWICK DR.
MILLCROFT PARK DR.
DRYDEN AVE
SUTTON RD.
PALLADIUM WAY
THOMAS ALTON BLVD.
CORPORATE DR.
BELVENIA ROAD
EASTPORT DR.
5
18
38
1
20
21

0 0.5 1 2 3 4 Kilometers

Halton Region's Active Transportation Master Plan and the City's rural road shoulder policies identify cycling facilities in the Rural Area.

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

JULY 2026 OFFICE CONSOLIDATION

SCHEDULE Q
Trails Strategy
City of Burlington

Legend

Existing Trails

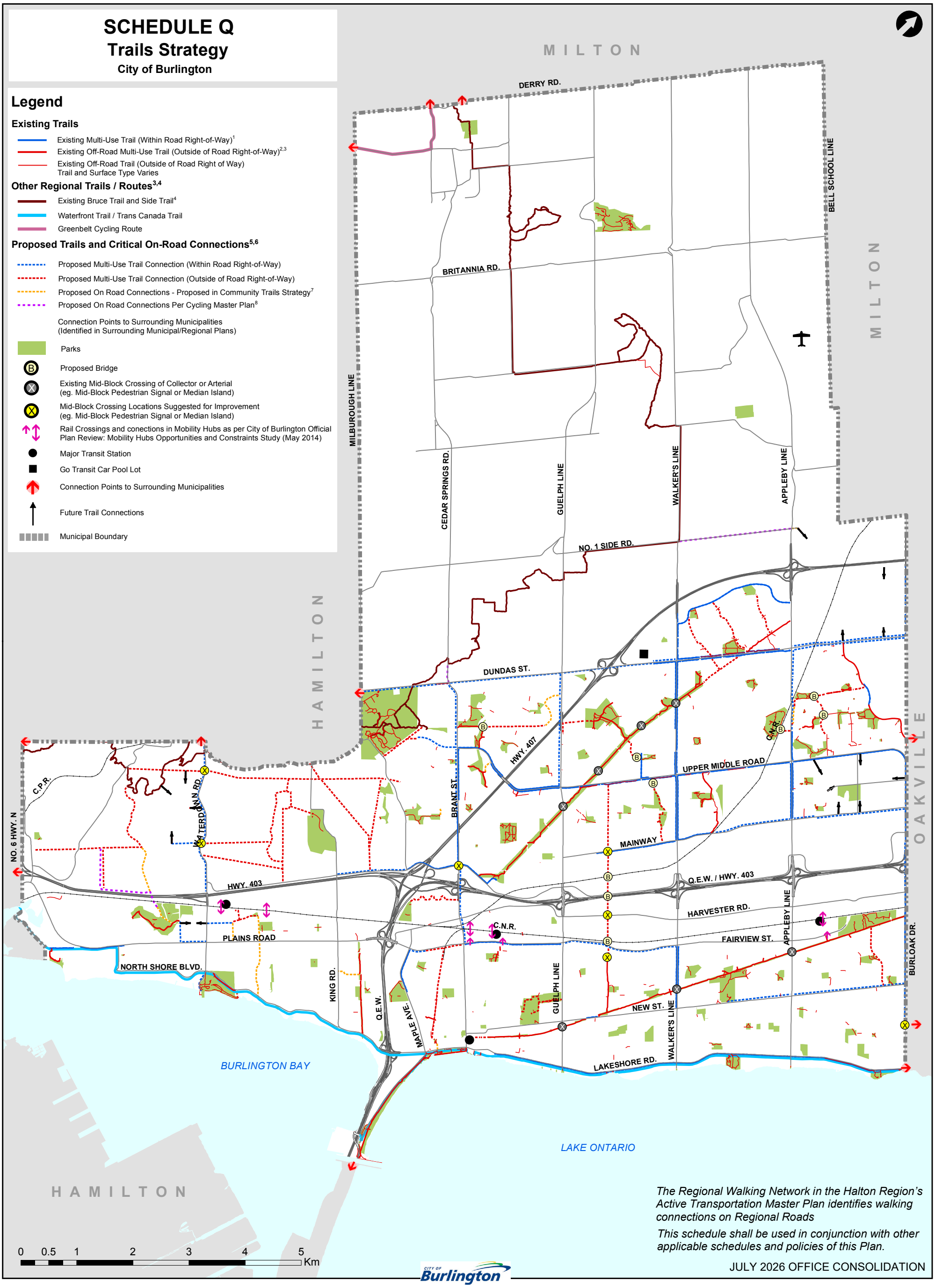
- Existing Multi-Use Trail (Within Road Right-of-Way)[1]
- Existing Off-Road Multi-Use Trail (Outside of Road Right-of-Way)[2,3]
- Existing Off-Road Trail (Outside of Road Right of Way)
  Trail and Surface Type Varies

Other Regional Trails / Routes[3,4]

- Existing Bruce Trail and Side Trail[4]
- Waterfront Trail / Trans Canada Trail
- Greenbelt Cycling Route

Proposed Trails and Critical On-Road Connections[5,6]

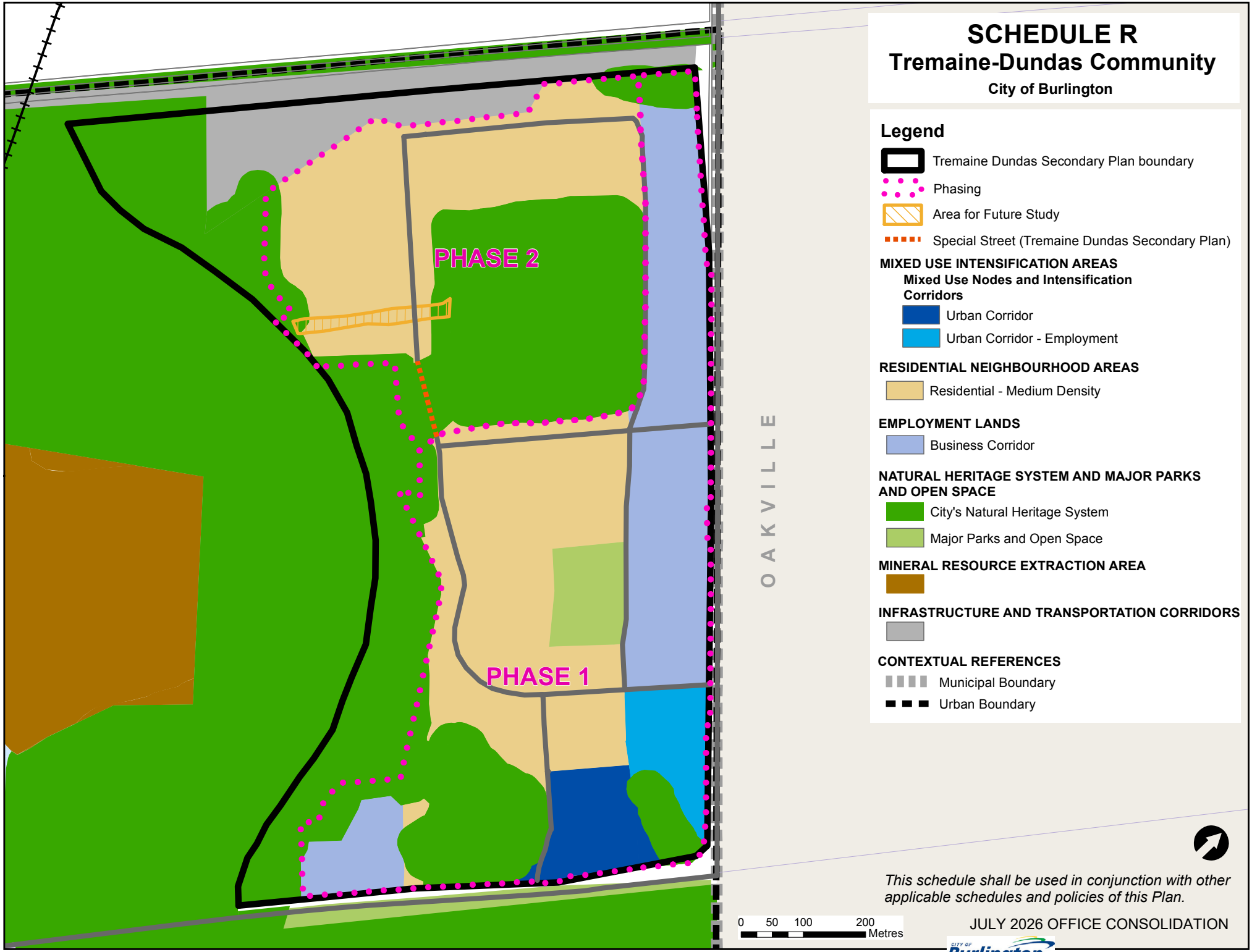
- Proposed Multi-Use Trail Connection (Within Road Right-of-Way)
- Proposed Multi-Use Trail Connection (Outside of Road Right-of-Way)
- Proposed On Road Connections - Proposed in Community Trails Strategy[7]
- Proposed On Road Connections Per Cycling Master Plan[8]
- Connection Points to Surrounding Municipalities
  (Identified in Surrounding Municipal/Regional Plans)
- Parks
- Proposed Bridge
- Existing Mid-Block Crossing of Collector or Arterial
  (eg. Mid-Block Pedestrian Signal or Median Island)
- Mid-Block Crossing Locations Suggested for Improvement
  (eg. Mid-Block Pedestrian Signal or Median Island)
- Rail Crossings and conections in Mobility Hubs as per City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (May 2014)
- Major Transit Station
- Go Transit Car Pool Lot
- Connection Points to Surrounding Municipalities
- Future Trail Connections
- Municipal Boundary



The Regional Walking Network in the Halton Region's Active Transportation Master Plan identifies walking connections on Regional Roads

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

JULY 2026 OFFICE CONSOLIDATION



SCHEDULE R
Tremaine-Dundas Community
City of Burlington

Legend

- Tremaine Dundas Secondary Plan boundary
- Phasing
- Area for Future Study
- Special Street (Tremaine Dundas Secondary Plan)

MIXED USE INTENSIFICATION AREAS

Mixed Use Nodes and Intensification Corridors

- Urban Corridor
- Urban Corridor - Employment

RESIDENTIAL NEIGHBOURHOOD AREAS

- Residential - Medium Density

EMPLOYMENT LANDS

- Business Corridor

NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE

- City's Natural Heritage System
- Major Parks and Open Space

MINERAL RESOURCE EXTRACTION AREA

INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

CONTEXTUAL REFERENCES

- Municipal Boundary
- Urban Boundary

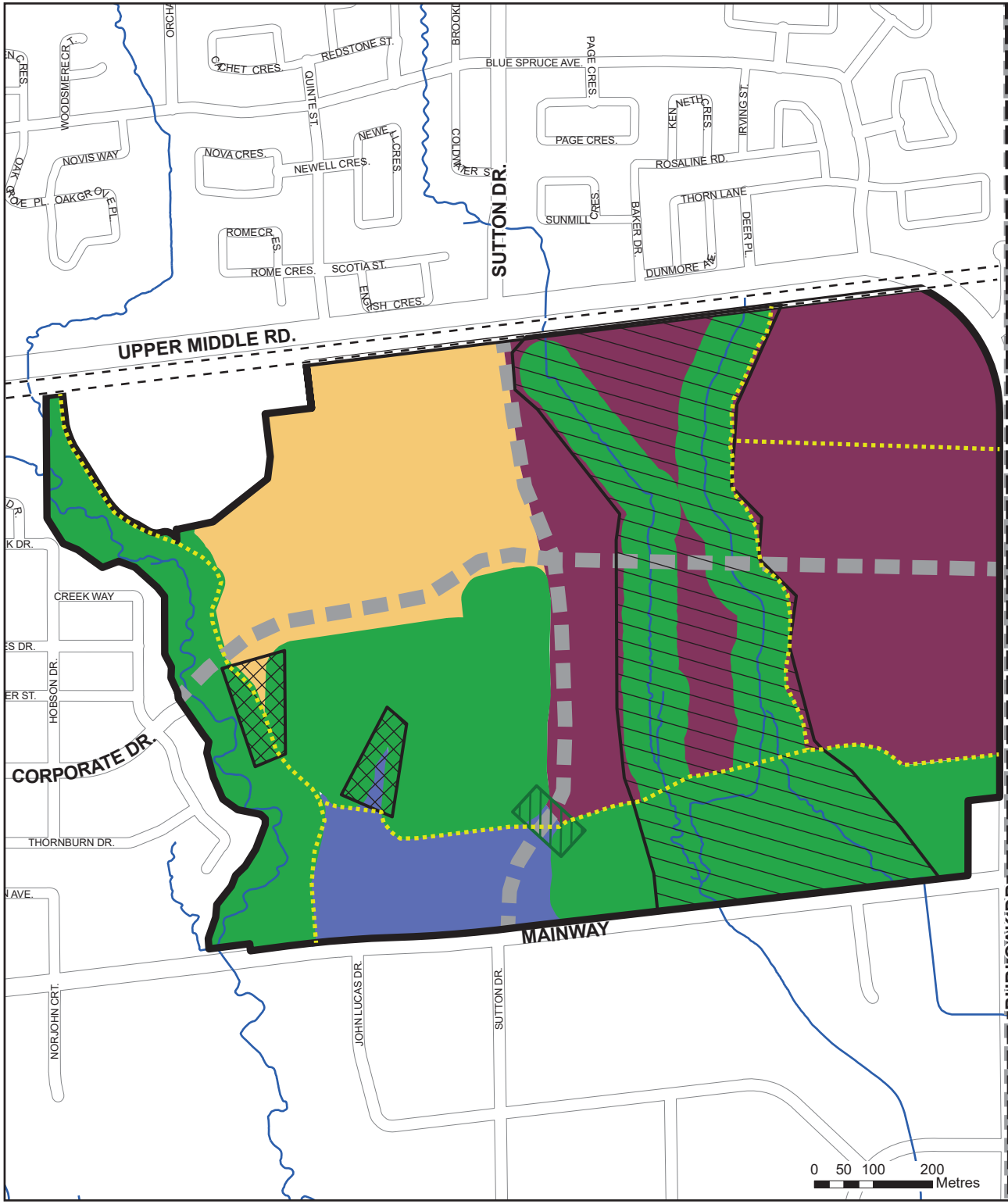
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

0 50 100 200 Metres

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

SCHEDULE S
Bronte Creek Meadows Community
City of Burlington



Legend

- Bronte Creek Meadows Community
- Meadows Neighbourhood District
- Burloak Commons District
- Mainway Institutional District
- Natural Heritage System (NHS)
- NHS Linkage (Future Study)
- NHS Enhancement Area (Future Study)
- Water Resource System (Future Study)
- Proposed Streets
- Proposed Trail

CONTEXTUAL REFERENCES

- Municipal Boundary
- Urban Boundary
- Regulated Watercourse
- Utility Corridor

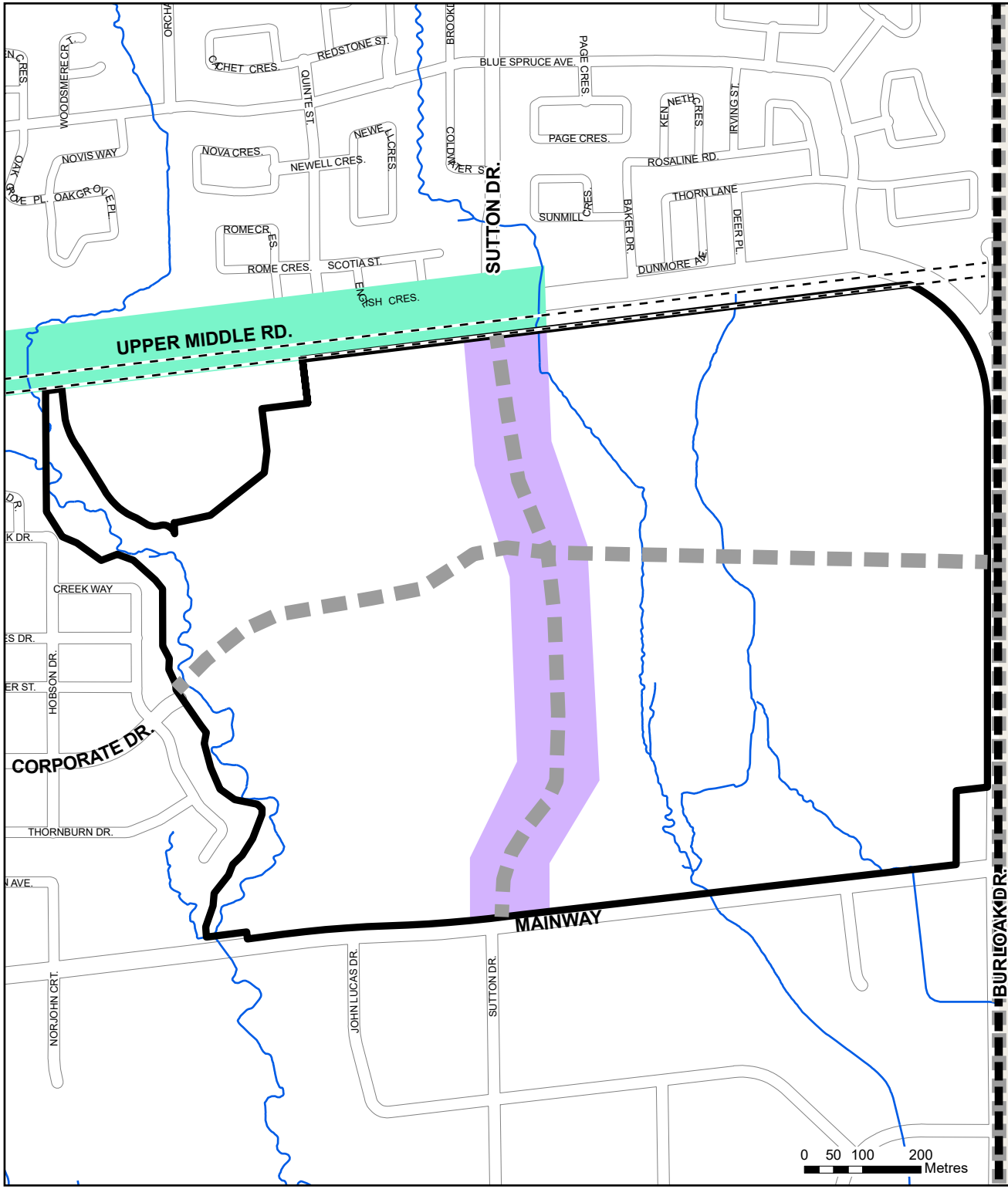
Proposed Streets and Trails are conceptual and subject to Section 8.8.2 (6.6) of this Plan.

All limits related to Conservation Halton regulated features/ areas are conceptual and for refence purposes and will be refined through technical studies prior to zoning and draft plan of subdivision approval. The text of the Conservation Authorities Act and associated regulations prevails over any regulated area mapping. Conservation Halton's regulation limit does not necessarily represent a limit for development.

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington



SCHEDULE S-1
Bronte Creek Meadows Community Long-Term Frequent Transit Corridors

City of Burlington

Legend

- Bronte Creek Meadows Community
- Candidate Frequent Transit Corridor
- Transit Support Corridor
- Proposed Streets

CONTEXTUAL REFERENCES

- Municipal Boundary
- Urban Boundary
- Regulated Watercourse
- Utility Corridor

Proposed Streets and Trails are conceptual and subject to Section 8.8.2 (6.6) of this Plan.

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

JULY 2026 OFFICE CONSOLIDATION

CITY OF Burlington

TABLE 1. CLASSIFICATION OF TRANSPORTATION FACILITIES

City of Burlington

1. Provincial Freeways and Highways

Provincial Freeways and Highways are provincially managed, limited access freeways that accommodate a high volume of inter-regional travel demands, support goods movement and higher order transit, but are not accessible for pedestrian and bicycle use.

2. Regional Roads

Regional Roads are managed by Halton Region and are classified as Major Arterial Roads.

2.1 Major Arterials:

- Serve inter-regional and regional travel demands;
- Carry high volumes of traffic over long distances connecting urban areas in different municipalities;
- Distribute traffic to and from provincial freeways and highways;
- Support high density, transit-supportive mixed use development often found at key mixed use nodes;
- Function as major infrastructure corridors accommodating auto and all truck traffic, higher order transit, high occupancy vehicle lanes and active transportation facilities;
- Right-of-way requirements up to 50 m
- Accommodate Active Transportation, including pedestrian infrastructure as well as on/and off-road cycling facilities where possible;
- High degree of access control; and
- Accommodate a high degree of people-moving capacity in Urban Areas.

3. Urban Arterial Streets

Urban Arterial Streets form the grid that provides the overall structure to the city's street network. There are four types of arterial streets in Burlington: Major Arterials, Multi-Purpose Arterials, Urban Avenues and Main Streets. Major Arterials are under the jurisdiction of the Region of Halton. Multi-Purpose Arterials, Urban Avenues and Main Streets are under the jurisdiction of the City. Improvements to urban arterial street types will be primarily made to provide better conditions for pedestrian, bicycle and transit use.

3.1. Major Arterials:

- See section 2, of this table

3.2. Multi-Purpose Arterials:

- Serve regional and intercommunity travel;
- Serve as central corridors often as intensification corridors, or as a connection to other mixed use intensification areas via Urban Avenues and Main Streets;
- Function as important transit service and goods delivery corridors, that also prioritize safe pedestrian and cycling facilities, such as cycling facilities separated from the vehicular traffic; and
- Accommodate a high degree of people-moving capacity.

3.3. Urban Avenues:

- Serve regional and intercommunity travel;
- Often connect mixed use intensification areas, and provide a streetscape lined with street trees, landscaping and pedestrian amenities;
- Function as high priority streets for safe transit, walking and cycling facilities, such as cycling facilities separated from the vehicular traffic; and
- Accommodate a moderate to high degree of people-moving capacity.

3.4. Main Streets:

- Serve the Downtown Urban Centre and the urban corridor that connects the Downtown to the Burlington GO MTSA Special Planning Area;
- Support mixed use places that contain a pedestrian-oriented public realm and street-oriented buildings;
- Accommodate high levels of pedestrian and cycling activity and transit service, and moderate levels of vehicular traffic, typically within narrower rights of way; and
- Accommodate a moderate to high degree of people-moving capacity.

4. Urban Collector Streets

Urban Collector Streets provide important connections with urban arterial streets. There are two types of Urban Collector Streets in Burlington: Industrial Connectors and Neighbourhood Connectors.

4.1. Industrial Connectors:

- Serve inter-regional goods movement demands, linking arterial and industrial streets;
- Provide access to employment lands, including industrial, office and commercial uses;
- Accommodate a goods movement network and high levels of truck traffic, and moderate levels of vehicular traffic with higher volumes during peak periods.

Transit and safe pedestrian connections from transit stops are prioritized to serve employment uses; and
- Accommodate a moderate degree of people-moving capacity.

4.2. Neighbourhood Connectors

- Serve inter-community travel demands, linking urban arterial and urban local streets;
- Support land use that is primarily residential, including related uses such as public service facilities;
- Accommodate a high level of pedestrian and cycling activity and a moderate level of vehicular traffic; and
- Accommodate a moderate degree of people moving capacity.

5. Urban Local Streets

Urban Local Streets have low traffic volume, and accommodate pedestrians and cyclists. Burlington has two types of Local Streets: Industrial Streets and Local Streets.

5.1. Industrial Streets:

- Serve local movement needs including goods movement, are not intended to play a major role in serving city-wide traffic movement, and link to industrial connectors;
- Provide access to employment lands, including industrial, office and commercial uses;
- Function is primarily related to property access;
- Accommodate a low degree of people-moving capacity; and
- Are not shown on Schedule O1: Classification of Transportation Facilities – Urban Area.

5.2. Local Streets:

- Serve low speed local movement needs and are not intended to play a major role in serving city-wide traffic movement, and link to neighbourhood connectors;
- Support land use that is primarily residential including related uses such as public service facilities, and often serve as space for neighbourhood gatherings, children playing and other informal social interactions;
- Accommodate low volumes of vehicular traffic providing property access, with a high priority on safe pedestrian and cycling movement, and include a sidewalk on at least one side of the street;
- Accommodate a low degree of people-moving capacity and
- Are not shown on Schedule O1: Classification of Transportation Facilities – Urban Area.

6. Rural Roads

Rural Roads service the Rural Area and North Aldershot Area of the city. The city has four different types of Rural Roads: Major Arterial, Rural Connector, Rural Main Street, and Rural Local. Major Arterials are under the jurisdiction of the Region of Halton. Rural Connector, Rural Main Street, and Rural Local streets are under the jurisdiction of the City.

6.1. Rural Major Arterials:

- See section 2, of this table

6.2. Rural Connectors:

- Serve mainly inter-community travel and linkages between Major Arterials;
- Often provide access to agricultural and residential land uses, and are found in proximity to scenic landscapes and the natural heritage system;
- Movement of traffic is given equal consideration as property access. Often accommodate farm vehicles and equipment, moderate vehicular traffic and low levels of pedestrian and cycling activity; and
- Accommodate a low degree of people-moving capacity.

6.3. Rural Main Streets:

- Serve the centre of a rural settlement area, often a smaller segment of a Major Arterial or a Rural Connector;
- Often provide access to retail and commercial uses and public service facilities;
- Accommodate vehicular traffic and goods movement, but with lower travel speeds, street-oriented buildings and pedestrian-oriented design features; and
- Accommodate a low degree of people-moving capacity.

6.4. Rural Locals:

- Serve local access needs;
- Serve residential land uses, primarily in Rural Settlement Areas;
- Accommodate low speed local vehicular traffic and limited pedestrian use; and
- Accommodate a low degree of people-moving capacity.

TABLE 2. PUBLIC RIGHT-OF-WAY WIDTHS [1]

City of Burlington

The following Table *shall* be read in conjunction with the Public Right-of-Way policies contained in Chapter 6: Infrastructure, Transportation and Utilities.

STREET	FROM	TO	PUBLIC RIGHT-OF-WAY WIDTH (metres)
Alexan Crescent	Entire Length		16
Angus Court	Entire Length		18
Appleby Line	Lakeshore Road	New Street	30
	New Street	Fairview Street	36
	Fairview Street	300m south of Dundas St	R*
	300m south of Dundas St	Derry Road	R *
Applegarth Drive	Entire Length		14
Atkinson Drive	Entire Length		18
Auckland Drive	Entire Length		14
Austin Court	Blue Spruce Avenue	50m East	22
	50m East	Limit	14
Autumn Harvest Way	Entire Length		14
Avalon Drive	Entire Length		14
Baker Drive	Upper Middle Road	Sunmill Crescent	16
	Sunmill Crescent	Limit	14
Bayswater Avenue	Entire Length		15
Bell School Line	Entire Length		26
Bellhaven Crescent	Entire Length		15
Bellwood Avenue	Emerald Street	Wellington Street	18
Birch Avenue	Entire Length		16.5
Birchleaf Lane	Entire Length		12.5
Bird Boulevard	Entire Length		14
Blathwayte Lane	Entire Length		10
Blenheim Street	Brant Street	Hurd Avenue	16
Blue Spruce Avenue	Dryden Avenue	Thorn Lane	18
	Thorn Lane	Upper Middle Road	22
Bluegrass Lane	Entire Length		14.5
Bonnieview Avenue	Spring Garden Road	Parkhill Avenue	15
Brada Crescent	West Limit	Bluegrass Lane	14.5
	Bluegrass Lane	North Limit	18
Braeswood Lane	Entire Length		14
Brant Street	Lakeshore Road	Caroline Street	18

	Caroline Street	Maplewood Avenue	As Is
	Maplewood Avenue	Fairview St	36
	Fairview St	Dundas Street	R*
Britannia Road	Entire Length		30
Brock Avenue	Lakeshore Road	Ontario Street	18
Broadleaf Crescent	Entire Length		14
Brookdale Street	Entire Length		14
Brookfield Avenue	Lakeshore Road	Pomona Avenue	15
Bruce Street	140 m west of Seneca Avenue	137 m east of Delaware Avenue	18
Bunton Crescent	Entire Length		14
Burloak Drive	Lakeshore Road	400 m north of New Street (realigned)	30
	400 m north of New Street	Harvester Rd	42
	Harvester Rd	Upper Middle Road	R*
Bushberry Lane	Entire Length		12.5
Bushtrail Court	Entire Length		15
Carns Court	Entire Length		18
Casselman Court	Entire Length		14
Cachet Crescent	Entire Length		14
Cedar Springs Road	Entire Length		30[(2)]
Chapman Court	Entire Length		18
Chercover Court	Blue Spruce Avenue	50m North	22
	50m North	Limit	14
Clark Avenue	Birch Avenue	Caroline Street	16
	Caroline Street	Cul-de-sac	18
Coaldale Drive	Entire Length		18
Coldwater Street	Entire Length		14
Cornerstone Drive	(in front of public school)		19
Corporate Drive	Appleby Line	600 m east of Appleby Line	26
	600 m east of Appleby Line	Burloak Drive	26[(3)]
Crosby Avenue	New Street	Caroline Street	18
Crosswinds Court	Entire Length		18
Cumberland Avenue	Fairview Street	New Street	26
Curtis Road	Entire Length		14
Danielle Drive	Entire Length		14
Debeir Street	Entire Length		14
Deer Place	Entire Length		18
Delaware Avenue	Lakeshore Road	New Street	17.5
Derry Road	Milburough Line		
	Bell School Line		R*
Dryden Avenue	Entire Length		26
Duchess Court	Entire Length		14

Dundas Street	Kerns Road	Tremaine Road	R*
Dunmore Avenue	Entire Length		14
Easton Road	Pathfinder Drive	Orchard Road	15.5
	Orchard Road	Sutton Drive	18
Edgewood Place	Entire Length		16
Elmside Crescent	Entire Length		14
Emerald Street	Caroline Street	North of Emerald Crescent	17
	North of Emerald Crescent	Wellington Avenue	18
	Wellington Ave	Victoria Avenue	9 (each side)
	Victoria Avenue	North of Woodland Avenue	18
Emerson Drive	Entire Length		15.5
Empire Crescent	Entire Length		14
English Crescent	Entire Length		14
Eveningstar Drive	Entire Length		14
Fairview Street	Queen Elizabeth Way	GO Station	40
	GO Station	150 m west of Guelph Line	36
	150 m west of Guelph Line	200 m east of Guelph Line	40
	200 m east of Guelph Line	150 west of Walker's Line	36
	150 m west of Walker's Line	150 m east of Walker's Line	40
	150 m east of Walker's Line	150 m west of Appleby Line	36
	150 m west of Appleby Line	150 m east of Appleby Line	40
	150 m east of Appleby Line	Harvester Road	36
Fernbrook Court	Entire Length		16
Forest Grove Crescent	Entire Length		14
Fruitland Avenue	Lakeshore Road	Lake Ontario	15
Garland Crescent	Entire Length		14
Georgina Court	Entire Length		14
Glenhaven Avenue	Entire Length		15
Green Street	South of Lakeshore Road		17
Greening Lane	Entire Length		14
Greer Drive	Entire Length		14
Guelph Line	Lakeshore Road	New Street	24
	New Street	Prospect Street	35
	Prospect Street	Fairview Street	40
	Fairview St	Derry Road	R*
Hager Avenue	Ontario Street	Birch Avenue	16.5
Haldimand Crescent	Entire Length		14
Halton Place	Entire Length		18
Hampton Court	Entire Length		18
Harrison Court	South intersection of Appleby Line	Hydro Right-of-Way	20 to 25
	Hydro Right-of-Way	180 m easterly of north intersection of Appleby Line	18
	180 m easterly of north intersection of Appleby Line	North intersection of Appleby Line	22 to 26

Harvester Road	Guelph Line	Appleby Line	32
	Appleby Line	Burloak Drive	36
Haswell Lane	Entire Length		12.5
Heslop Street	Entire Length		14
Heritage Road	North Service Road	Mainway	26
Holtby Avenue	New Street	Caroline Street	18
Hurd Avenue	Birch Avenue	Ontario Street	16
Industrial Street	Mountainside Drive	Stanley Drive	26
	Stanley Drive	North Service Road	20
Irving Street	Entire Length		14
Jacada Road	Entire Length		14
Jameson Crescent	Entire Length		14
Jardine Crescent	Blue Spruce Avenue	Redstone Street	22
	Redstone Street	Redstone Street	14
Jarvis Crescent	Entire Length		16
Joshua Drive	Entire Length		14
Kempling Lane	Entire Length		14
Kenneth Crescent	Entire Length		14
Kevin Crescent	Entire Length		18
Kilbride Street	Town Line	McNiven Road	30
	McNiven Road	Carriage Trail	26
	Carriage Trail	Twiss Road	30
Kindos Street	Entire Length		14
King Road	North Shore Boulevard	CNR	30
	CNR	North Service Road	35
	North Service Road	Northerly Limit	30 (2)
Lakeland Crescent	Lakeshore Road	Fruitland Avenue	15
Lakeshore Road	Entire Length		30
Langford Road	Entire Length		14
Little Street	Entire Length		14
Mainway	Guelph Line	Burloak Drive	30
Maple Avenue	North Shore Blvd.	Ontario Street	26
	Ontario Street	Rambo-Hager Div. Ch.	30
	Rambo-Hager Div. Ch.	Fairview Street	35
	Fairview Street	Plains Road	30
Maria Street	Brant Street	Martha Street	15
Marjan Lane	Entire Length		12.5
Mackay Court	Entire Length		18
McCormack Drive	Entire Length		14
McNiven Road	Cedar Springs Road	Derry Road	26

Medland Drive	Entire Length		18
Milburough Line	Derry Road	Kilbride Street	R*
	Kilbride Street	Southerly Limit	26
Mill Street (Kilbride)	Entire Length		15
Mountainside Drive	Industrial Street	Guelph Line	26
Nelson Avenue	Lakeshore Road	Ontario Street	18
New Street	Martha Street	Beverly Drive	30
	Beverly Drive	Burloak Drive	35
Newell Crescent	Quinte Street	50m East	22
	50m East	Limit	14
No. 1 Side Road	Milborough Line	Guelph Line	26
	Guelph Line	Appleby Line	30
No. 2 Side Road	Cedar Springs Road	Guelph Line	30
	Walker's Line	Bell School Line	26
No. 4 Side Road	Entire Length		26
No. 8 Side Road	Cedar Springs Road	Twiss Road	26
	Twiss Road	Guelph Line	26
North Service Road	Waterdown Road	500 m east of Guelph Line	30
	500 m east of Guelph Line	Burloak Drive	22
Norland Drive	Entire Length		14
North Shore Blvd.	Maple Avenue	Indian Road	35
	Indian Road	King Road	26
Nova Crescent	Quinte Street	50m West	22
	50m West	Limit	14
Novis Way	Entire Length		14
Oakley Drive	Entire Length		14
Oak Grove Place	Entire Length		14
Old York Road	No. 6 Highway	Snake Road	26
	Snake Road	York Road	26
Omaha Street	Entire Length		10
Page Crescent	Blue Spruce Avenue	50m South	22
	50m South	Limit	14.5
Palladium Way	Entire Length		26
Panton Street	South of Kilbride Street		As Is
Parkhill Avenue	Entire Length		15
Pathfinder Drive	Entire Length		18
Paula Court	Entire Length		18
Penman Lane	Entire Length		12.5
Picketts Way	Entire Length		14
Pine Street	Brant Street	Martha Street	14
Plains Road	Highway 6	South side of Hwy. No.403	26
	South side of Hwy. 403	Queen Elizabeth Way	36

	130 m north of Fairview Street	Brenda Crescent	30
Player Court	Entire Length		18
Pomona Avenue	Lakeshore Road	146 m north of Lakeshore Road	15
Prescott Place	Entire Length		12.5
Price Court	Entire Length		18
Prospect Street	Guelph Line	Cumberland Avenue	30
Queensway Drive	Brenda Crescent	Guelph Line	30
Quinte Street	Upper Middle Road	Blue Spruce Avenue	18
	Blue Spruce Avenue	Redstone Street	22
Ravine Crescent	Entire Length		14
Redstone Street	Entire Length		14
Ridgewell Road	Entire Length		14
Robjen Road	Entire Length		14
Rome Crescent	Quinte Street	50m West	22
	50m West	Limit	14
Rosaline Road	Entire Length		14
Roseland Crescent	Entire Length		18
Roseville Court	Entire Length		14
Russet Crescent	Entire Length		14
Scotia Crescent	Quinte Street	English Street	22
	English Street	Limit	14
Seneca Avenue	Lakeshore Road	New Street	18
Seton Crescent	Entire Length		14
Shadetree Avenue	Entire Length		14
Simcoe Drive	Entire Length		18
Snake Road	Entire Length		30 (2)
South Service Road	Waterdown Road	King Road	26
Spence Lane	Entire Length		14
Stokes Lane	Entire Length		14
Stonehaven Drive	Entire Length		14
Sundial Road	Entire Length		14
Sunmill Crescent	Entire Length		14
Susan Court	Entire Length		18
Sutton Drive	Mainway	Upper Middle Road	30(3)
	Upper Middle Road	Russet Crescent	26
	Russet Crescent	Trans Canada Pipeline	31
	Trans Canada Pipeline	Dundas Street	26
Thomas Alton Boulevard	Entire Length		26
Thorn Lane	Entire Length		14
Tremaine Road	Dundas Street	No. 1 Side Road	R*
Twelve Mile Trail	Valleyhigh Drive	90m east	14
	90m north-east	145m north-west	26

Twiss Road	No. 8 Side Road	Derry Road	30
Tydman Way	Entire Length		14
Upper Middle Road	Westerly limit	Highway 407	35
	Highway 407	Guelph Line	40
	Guelph Line	Appleby Line	R*
	Appleby Line	Burloak Drive	R*
Valleyhigh Drive	Entire Length		14
Vanessa Drive	Entire Length		14
Viking Crescent	Entire Length		14
Walker's Line	Lakeshore Road	New Street	30
	New Street	Fairview Street	30
	Fairview Street	Highway 407	35
	Highway 407	Derry Road	30(2)
Waterdown Road	Plains Road	Hwy 403 westerly on-ramp	As Is
	Hwy 403 westerly on-ramp	Northerly limit	30(2)(3)
Waterloo Street	North of Woodland Avenue		18
Wellington Avenue	Victoria Avenue	Woodland Avenue	18
Whitehorn Drive	Entire Length		14
Willow Avenue	Entire Length		10
Wood Crescent	Entire Length		14
Woodglen Crescent	Entire Length		14
Woodland Avenue	New Street	Emerald Street	18
Woodsmere Court	Entire Length		16
York Boulevard	Boundary of City of Hamilton	Plains Road	35
York Road	Entire Length		26

NOTES:

(1) The width of all other streets or portions of streets not identified in Table 2 *shall* be the actual width as it existed on the date of the registration of the plan of subdivision or, if a plan of subdivision does not exist, the most recent legal survey existing on the date of the approval of this Plan.

(2) Public right-of-way widths to be required for sections located within an Escarpment Natural Area designation will be reduced where possible based on detailed designs in recognition of the natural features present at these locations and the rural character of the area.

(3) The final public right-of-way width will be determined as part of future studies including area specific planning studies~~,~~ and/or subdivision approvals.

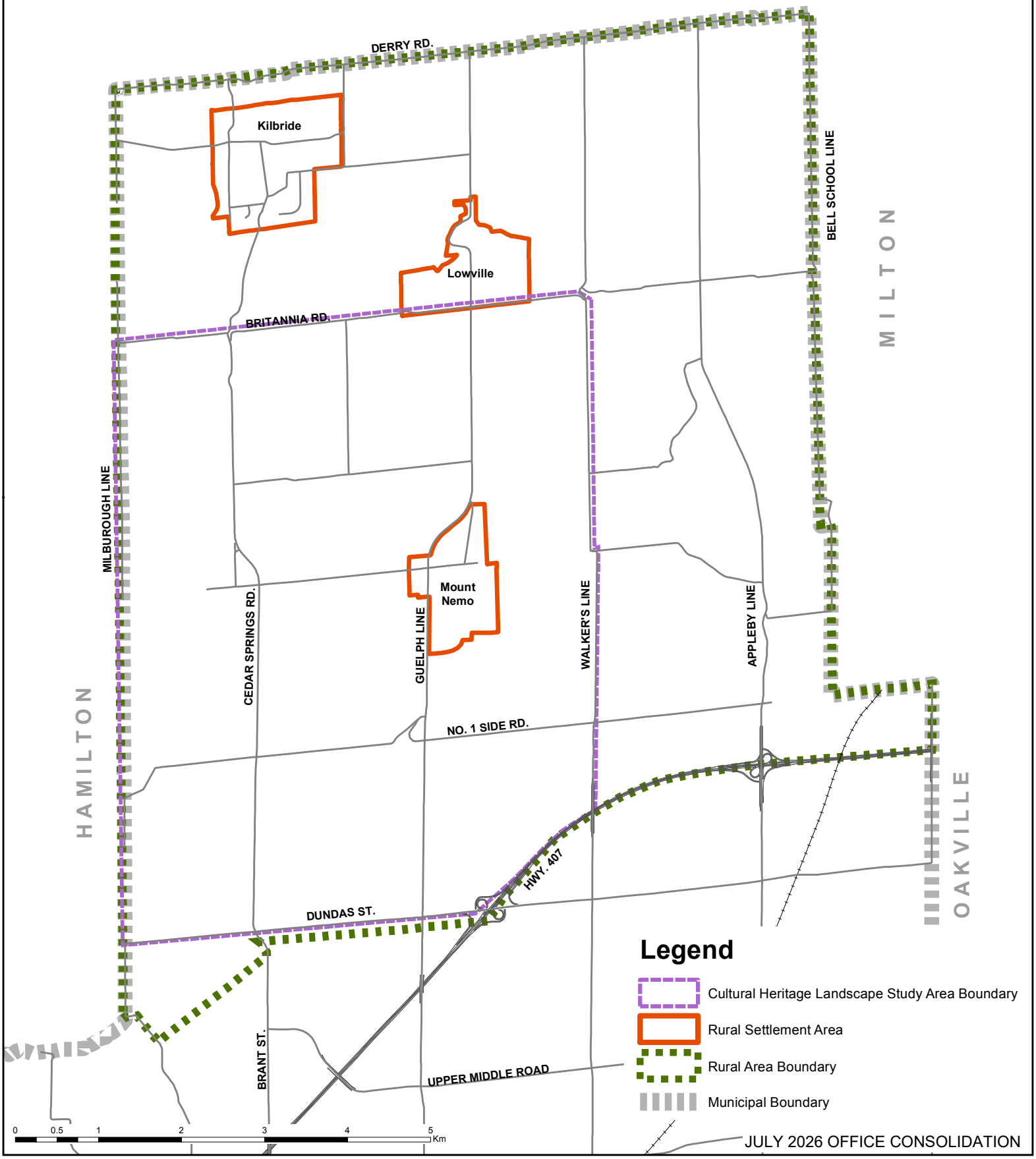
(R*) Regional Road – Refer to the Regional Official Plan.

APPENDICES

APPENDIX A-1	CULTURAL HERITAGE LANDSCAPE STUDY AREA: RURAL
APPENDIX A-2	POTENTIAL CULTURAL HERITAGE STUDY AREAS: DOWNTOWN
APPENDIX B	COUNCIL-APPROVED DESIGN GUIDELINES
APPENDIX C	WATERSHED PLANS, SUBWATERSHED STUDIES AND OTHER RELATED STUDIES
APPENDIX D	SUSTAINABLE DEVELOPMENT PRINCIPLES AND OBJECTIVES
APPENDIX E	CONSERVATION HALTON APPROXIMATE REGULATION LIMIT MAPPING
APPENDIX F	REGIONAL AND PROVINCIAL GUIDELINES
APPENDIX G	FORMER WASTE DISPOSAL SITES

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APPENDIX A-1
Cultural Heritage Landscape Study Area: Rural
City of Burlington



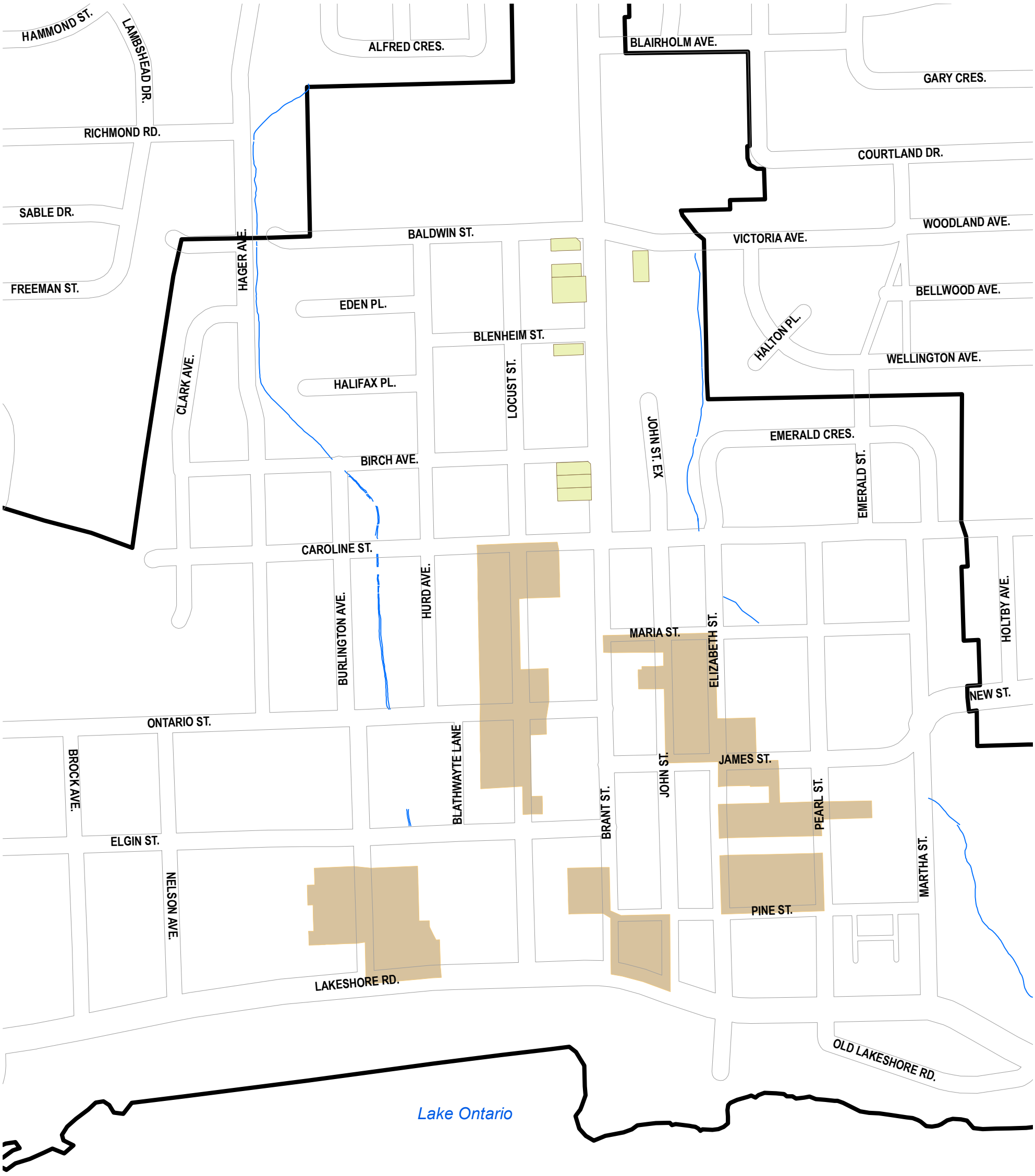
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APPENDIX A-2

Potential Cultural Heritage Study Areas: Downtown

City of Burlington

Note: For lands outside of the Downtown Urban Centre, refer to Schedule C.



Legend

- Potential Cultural Heritage Resources
- Potential Cultural Heritage Landscape Study Areas
- Downtown Urban Centre Boundary/ Mobility Hub Boundary
- Downtown Watercourse

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

JULY 2026 OFFICE CONSOLIDATION

APPENDIX B

COUNCIL-APPROVED DESIGN GUIDELINES

This list is provided for reference purposes only, and does not form part of the Plan.

1. Headon Community Design Guidelines, 1990
2. Tansley Triangles Secondary Plan Background Study: Part Nine, Urban Design, April 1992
3. Tansley Community Urban Design Guidelines, 1994
4. Uptown Mixed Use Centre Urban Design Guidelines, 1994
5. North Aldershot Inter-Agency Review, Final Report, May 1994, Land Use Concept, Section E-Permitted Uses, Densities and Design Guidelines
6. Burloak Office Park Urban Design Guidelines
7. Orchard Community: Secondary Planning Study Report: Final Report, February 1995, Section 11.0, Urban Design Guidelines for Transit Corridors
8. Alton West Planning Area: Urban Design Study and Guidelines, August 2003
9. Alton Central East Community: Urban Design Study and Guidelines, March 2004
10. City of Burlington Downtown Urban Design Guidelines, 2006 (includes Old Lakeshore Road Precinct Urban Design Guidelines, 2009)
11. Plains Road Corridor Urban Design Guidelines, 2006
12. Heritage-Based Urban Design Guidelines for Downtown Burlington, 2006
13. City of Burlington Guidelines for Outdoor Lighting, 2008
14. Design Guidelines for Detached Private Garages, 2009
15. Design Guidelines for Low Density Residential Zones and North Aldershot, 2009
16. City of Burlington Accessibility Design Standards, 2016
17. Tall Building Design Guidelines, 2017
18. Sustainable Building and Development Guidelines, 2018
19. Tremaine Dundas Community Urban Design Guidelines, 2018
20. Mid-Rise Design Guidelines, 2019
21. Downtown Streetscape Guidelines, 2019

APPENDIX C

WATERSHED PLANS, SUBWATERSHED STUDIES AND OTHER RELATED STUDIES

This list is provided for reference purposes only, and does not form part of the Plan.

1. Our Legacy to Value: The Grindstone Creek [Watershed Study], June 1998
2. Hager and Rambo Creeks Flood Control Pre-Design Study, November 1984
3. Rambo-Hager Creek Watershed Study, January 1979
4. Tuck, Shoreacres, Appleby and Sheldon Creeks Watershed Study, June 1985
5. Sheldon Creek Watershed Master Plan, October 1993
6. Bronte Creek Watershed Study, March 2002
7. North Shore Watershed Study, August 2004
8. Clappison's Corners Industrial Business Park Master Drainage Plan, December 1991
9. Alton Community Secondary Plan Subwatershed Impact Study, July 1997
10. Orchard Community Secondary Plan Sheldon Creek Subwatershed Impact Study, September 1995
11. Grindstone Creek Subwatershed Study, January 1995 (Grindstone Settlement Area)
12. Addendum to the Grindstone Creek Subwatershed Study, February 1996
13. Falcon Creek Hydrology and Hydraulics Study, December 2012
14. Aldershot Community Stormwater Master Plan, April 2013
15. Technical Summary Updated Hydrology Indian Creek, Hager-Rambo System, Roseland Creek, April 1997
16. Upper Hager Creek Class EA, 2014
17. Rambo Creek Erosion Control/Stream Restoration Class Environmental Assessment, December 2007
18. Class Environmental Assessment for Roseland Creek Flood Control, Lake Ontario to Guelph Line, February 2009
19. Tuck Creek Erosion Control Municipal Class Environmental Assessment, June 2012
20. Shoreacres Creek Floodplain Mapping Update, July 1997
21. Shoreacres Creek Erosion Control and Stream Restoration New Street to Lake Ontario Class Environmental Assessment, April 2009
22. Appleby Creek Floodline Mapping Update, July 1997
23. Sheldon Creek Hydrologic and Hydraulic Model Update Study, June 2017

24. Indian Creek Erosion Control and Stream Restoration Works, July 2006
25. Roseland Creek Preliminary Design Study; Stormwater Management Improvements, April 1991
26. Roseland Creek Erosion Control Municipal Class EA, Lake Ontario to Guelph Line, January 2010
27. Tuck Creek Flood Mitigation Class EA, North of New Street to Spruce Ave, June 2016
28. Roseland Creek Culvert Upgrades at New Street and Lakeshore Road, Class EA, 2018
29. Roseland Creek Erosion Control Class EA, Upper Middle Road to Guelph Line, April 2014
30. Tremaine Dundas Secondary Plan Subwatershed Study, May 2018

APPENDIX D

SUSTAINABLE DEVELOPMENT PRINCIPLES AND OBJECTIVES

The principles and objectives of sustainable development are included for reference purposes only and do not form a part of the Official Plan.

The goal of Sustainable Development is to create the built form and systems that support the kinds of communities and connections that provide social, economic and environmental well being now and in the future. The City of Burlington has adopted the following Principles and Objectives to guide the citizens and leadership of the City in their discussions about how to achieve sustainable development. Note that these Principles and Objectives were first endorsed by Council in 1994 and this is the second edition.

PRINCIPLES

- **Principle 1:** Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants and animals by human activity.
- **Principle 2:** Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.
- **Principle 3:** Promote conservation, stewardship and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.
- **Principle 4:** Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances.
- **Principle 5:** Affirm and promote practices that provide a safe and healthy environment and build resilience, and engage our community not only meeting the economic and social needs of all citizens but enhancing quality of life.

OBJECTIVES

1. **LEADERSHIP:** Take a leadership position on sustainability issues both within and outside of the City of Burlington. Recognize that our local actions can have global implications.
2. **PROTECTION AND ENHANCEMENT OF NATURAL FEATURES:** Protect and enhance Burlington's natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands and forestry tracts, as well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.
3. **PROTECTION OF NATURAL RESOURCES:** Sustainably manage and protect natural resources such as water, minerals and fertile lands. Reverse degradation of natural resources when feasible.
4. **RESPONSIBLE USE OF NATURAL RESOURCES:** Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.
5. **WASTE REDUCTION**: Reduce waste generation and increase resource recovery. Minimize waste in designing, building, operating, renovating, demolishing and re-purposing buildings.
6. **GREENING OF THE CITY:** Promote the preservation, management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive and diverse species.
7. **NATURAL FEATURES AND GREEN SPACE:** Ensure natural features and greenspace are fundamental components of the City including new developments and redevelopments.
8. **SUPERIOR NEIGHBOURHOOD DESIGN:** Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation and amenities. Apply an ecosystem approach to assess the impacts of development and to ensure environmental integrity, diversity and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.
9. **SENSE OF COMMUNITY:** Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of community, and connect and integrate urban development and natural surroundings.
10. **NEIGHBOURHOOD CONNECTIVITY:** Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active transportation or transit.

11. **SUSTAINABLE TRANSPORTATION SYSTEM:** Prioritize walking, cycling and transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.
12. **EFFICIENT URBAN DESIGN:** Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient, well connected routes for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.
13. **NATURAL STORM WATER MANAGEMENT:** Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity of storm water sent to traditional storm water infrastructure.
14. **ENERGY CONSERVATION, EFFICIENCY AND GENERATION:** Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies.
15. **AGRICULTURE AND FOOD:** Promote policies that improve the long term food security with sustainable local agriculture in urban and rural communities. Increase the supply of local, accessible, affordable, culturally diverse and nutritious food. Protect agricultural land from loss and fragmentation.
16. **HEALTHY LIFESTYLES:** Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities and parks.
17. **COMMUNITY ENGAGEMENT:** Seek and encourage public participation and education, consider public input in city decision-making. The economic, environmental and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus among stakeholders.
18. **EVALUATION OF DEVELOPMENT:** Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental or economic impacts.
19. **SUSTAINABILITY ASSESSMENT:** To assess progress towards **s**ustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.

APPENDIX E

CONSERVATION HALTON APPROXIMATE REGULATION LIMIT MAPPING

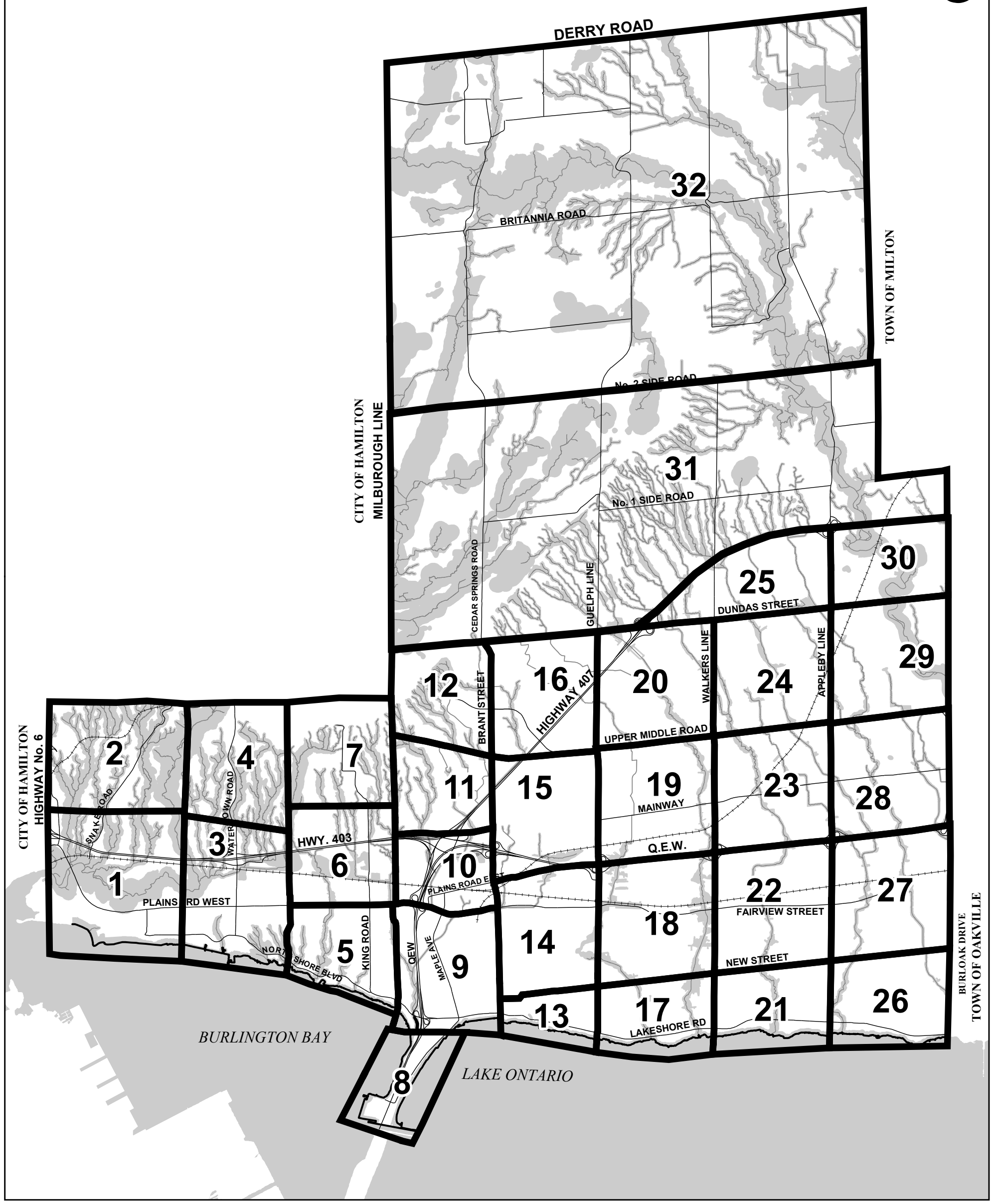
This section is provided for reference purposes only, and does not form part of the Official Plan.

NOTE: Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), wetlands, shorelines and other hazardous lands. The approximate regulated limit (ARL) of these lands is illustrated by the following maps.

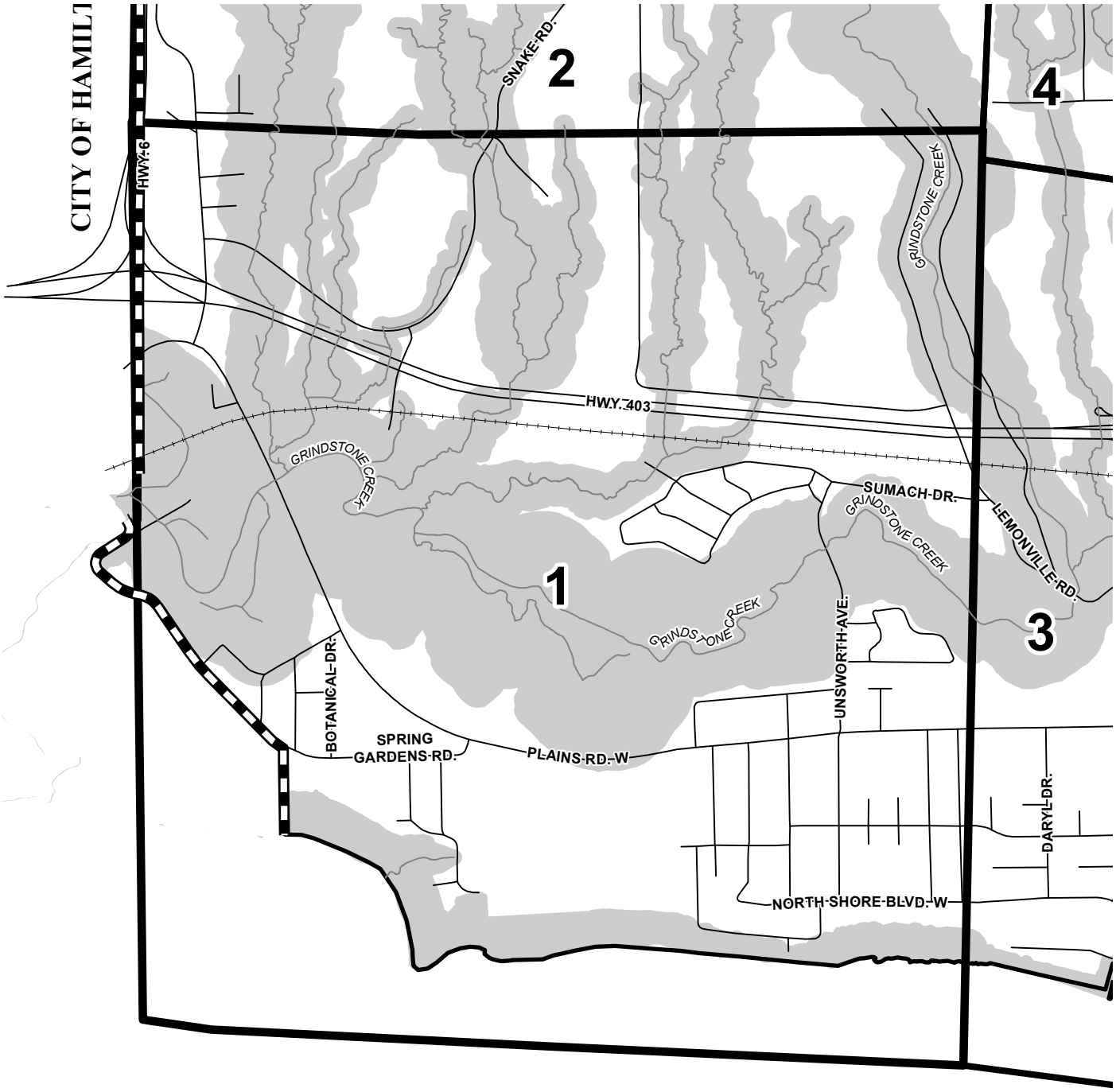
Permission is required from Conservation Halton for undertaking any works in or adjacent to watercourses, river or stream valleys, lands adjacent or close to the shoreline for Lake Ontario, other natural hazards such as karst, and wetlands and surrounding lands where development could interfere with the hydrologic function of a wetland.

The map lines are approximate and there may be some regulated areas and watercourses which not have been mapped. Please contact Conservation Halton to confirm the ARL Mapping and permit requirements.

KEY MAP - APPENDIX-E

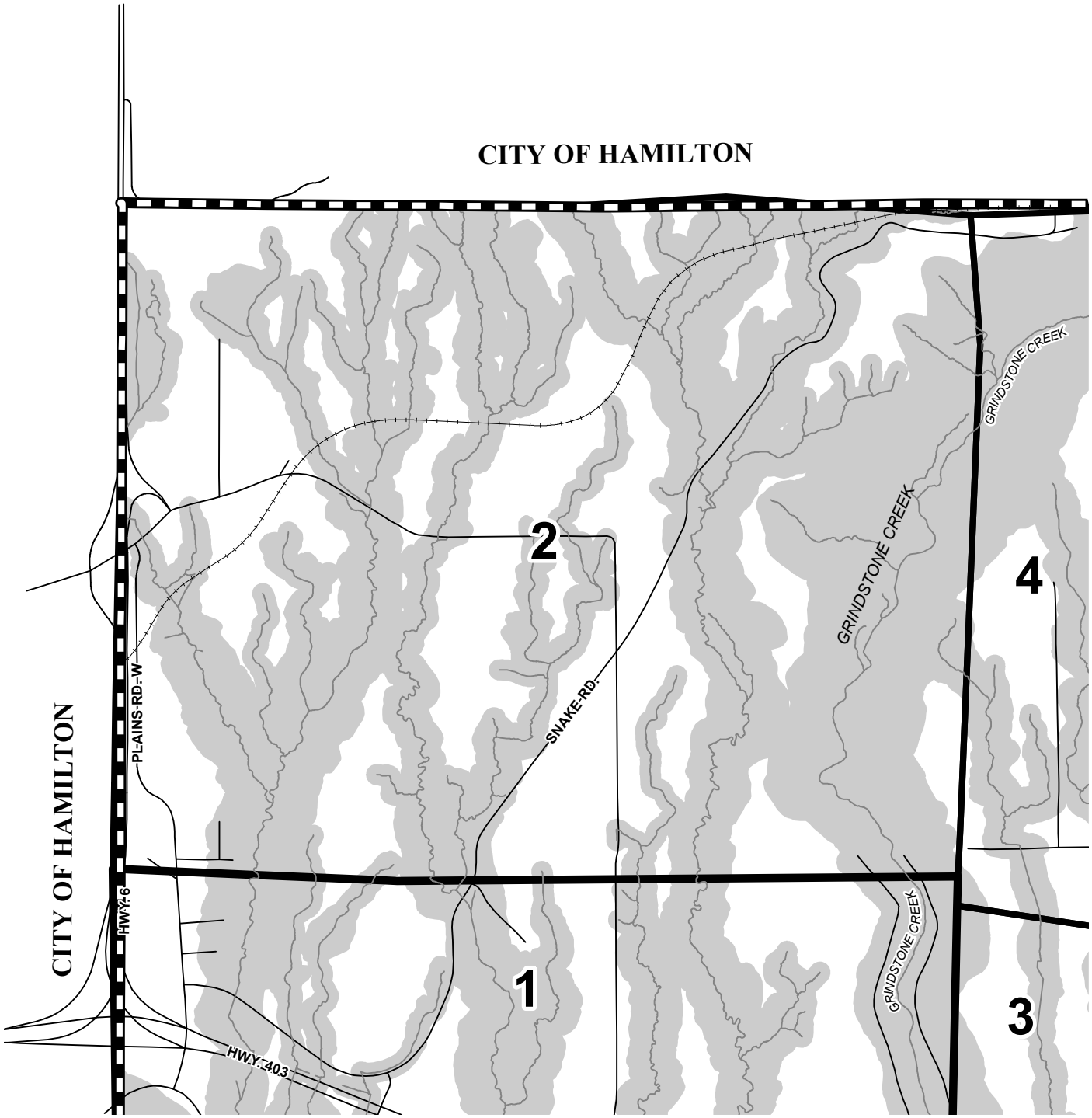


CITY OF Burlington



Conservation Halton Approximate Regulated Limit

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



Conservation Halton Approximate Regulated Limit

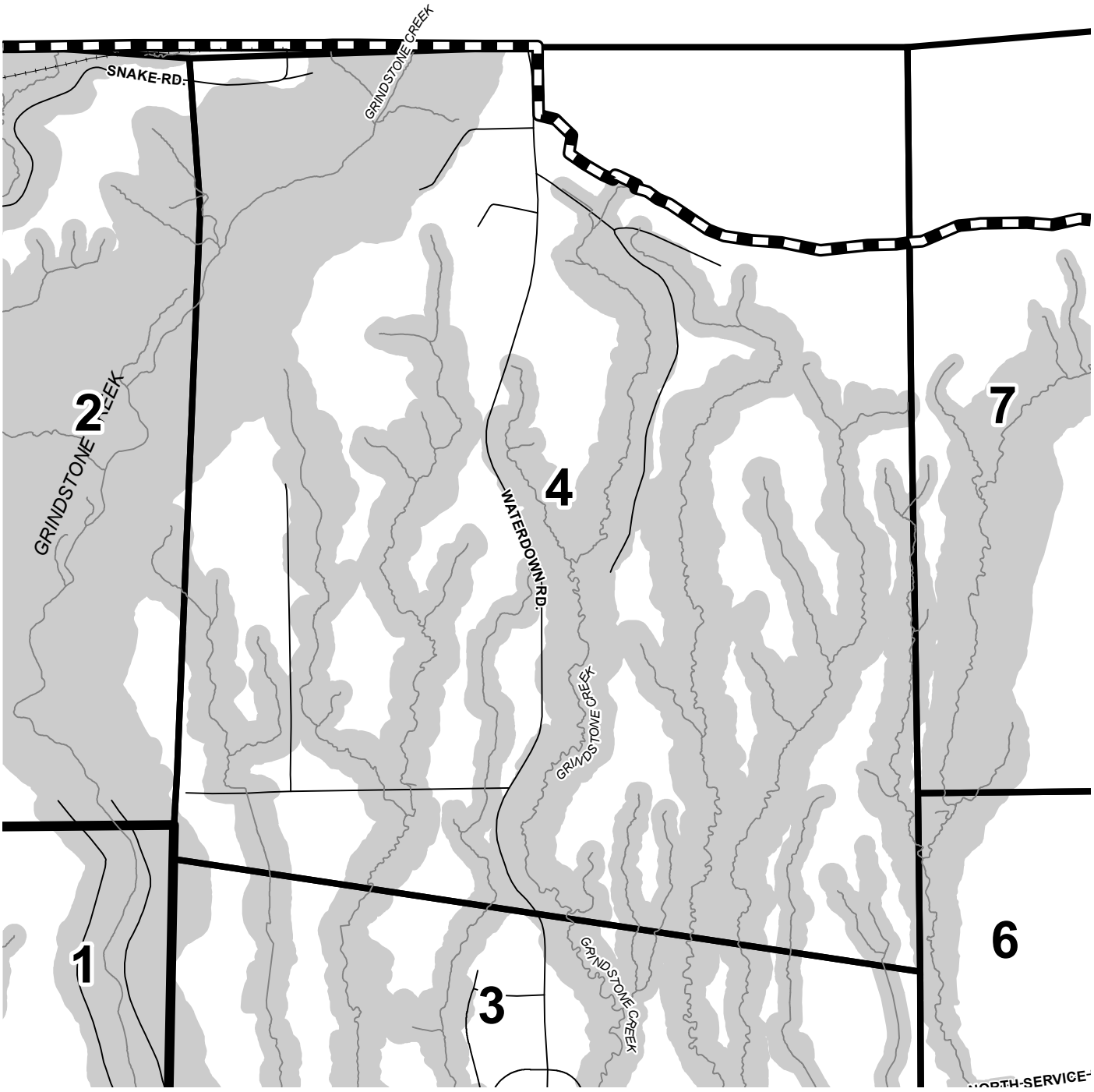
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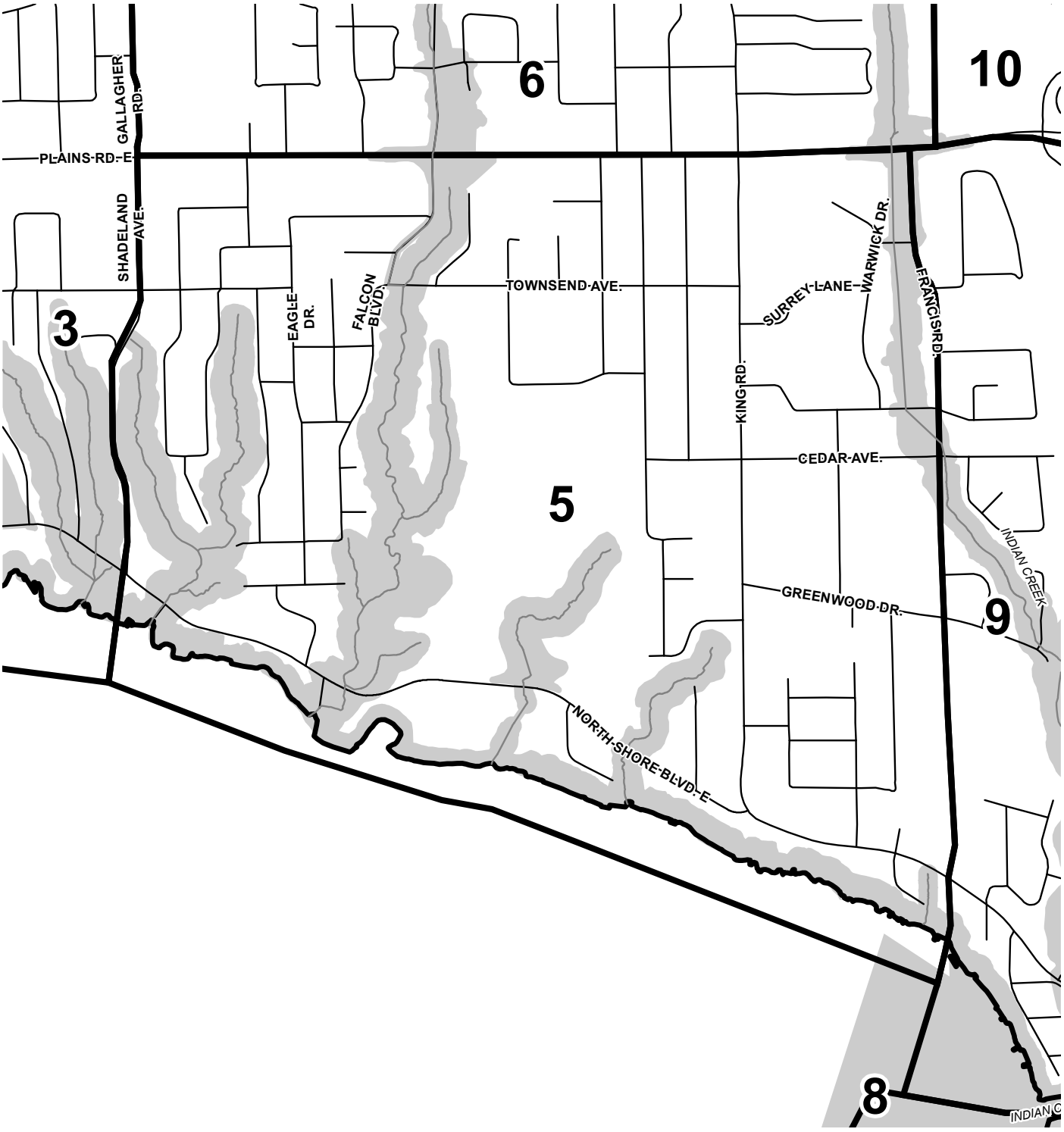
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CITY OF HAMILTON



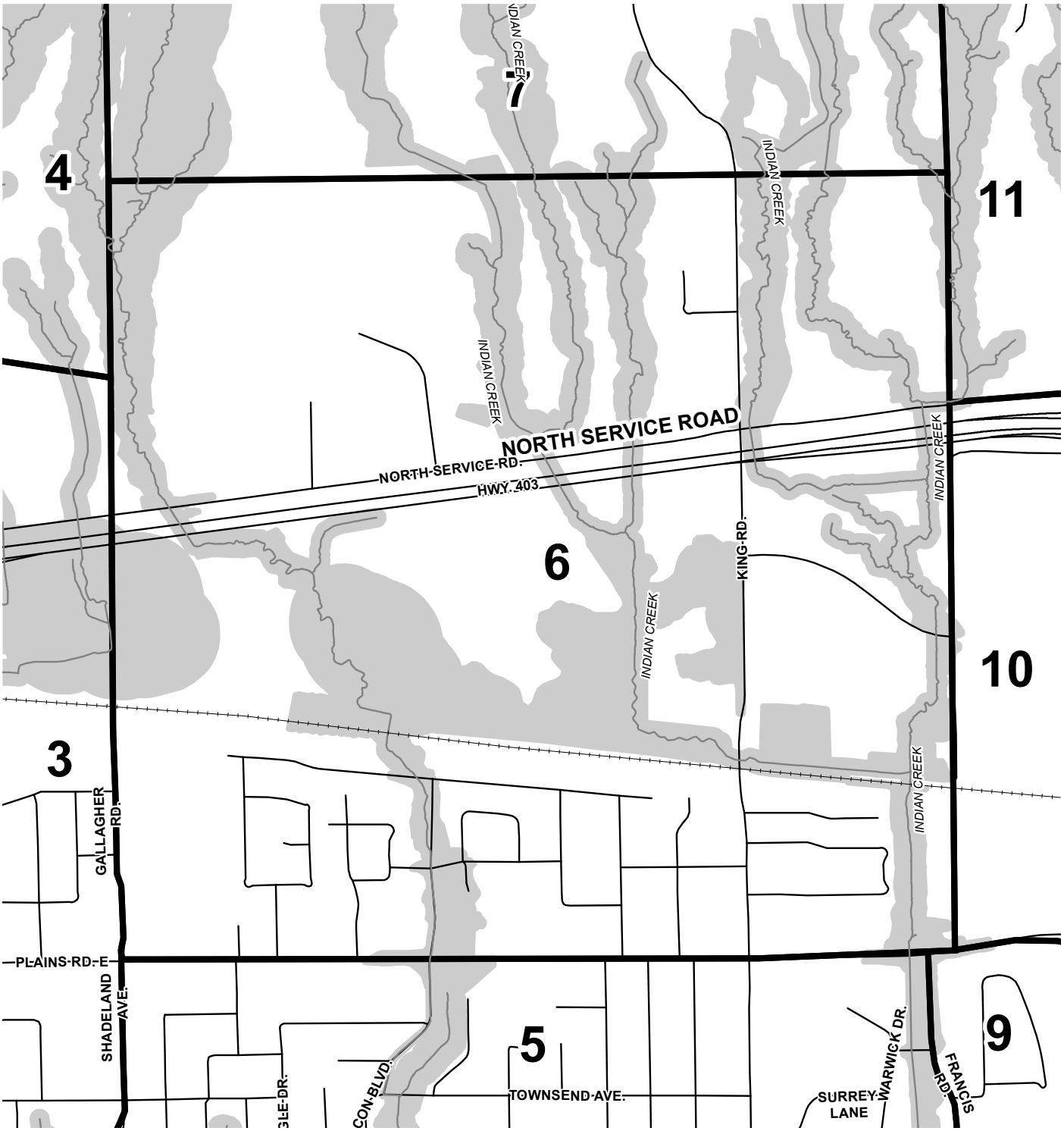
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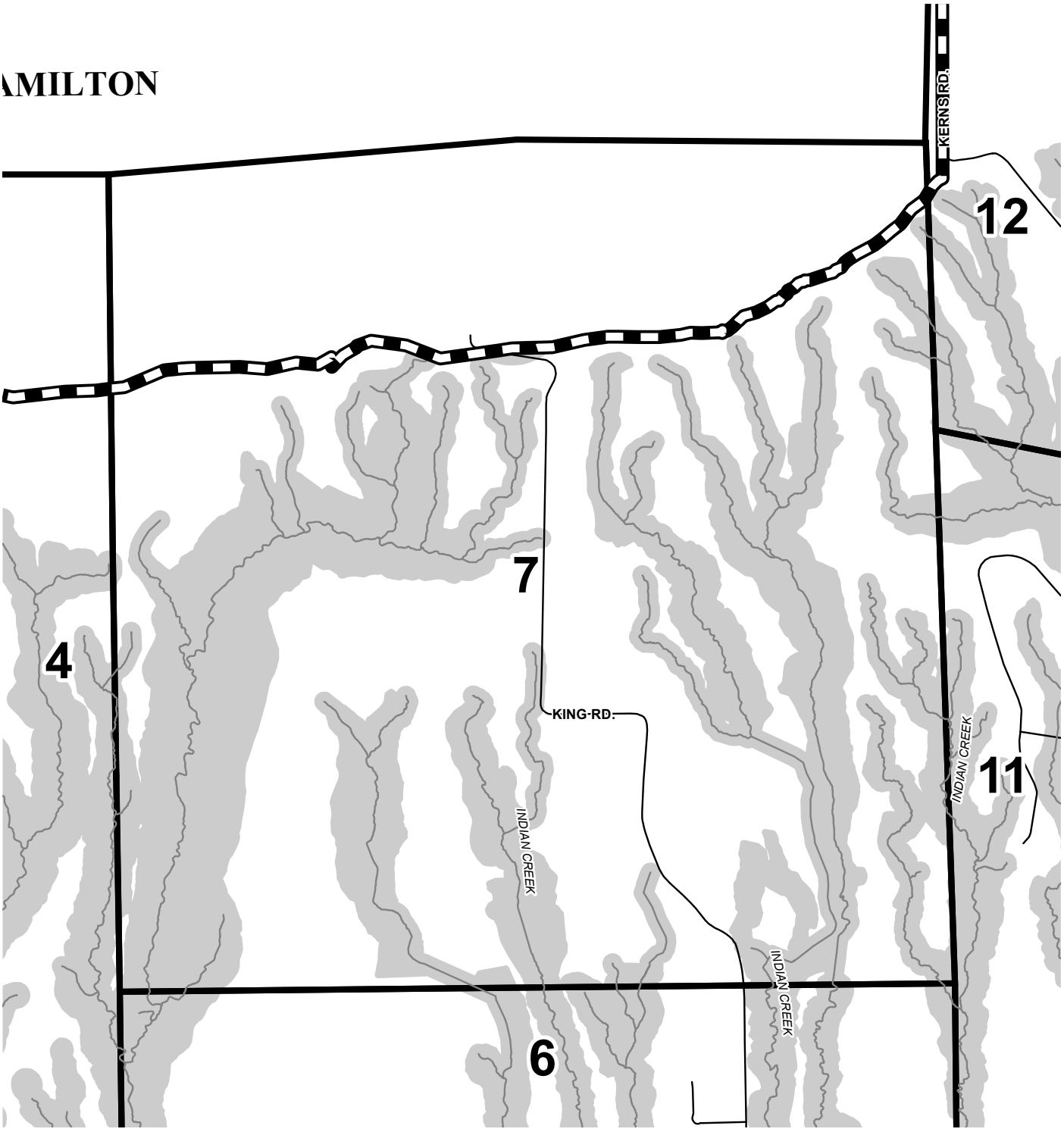
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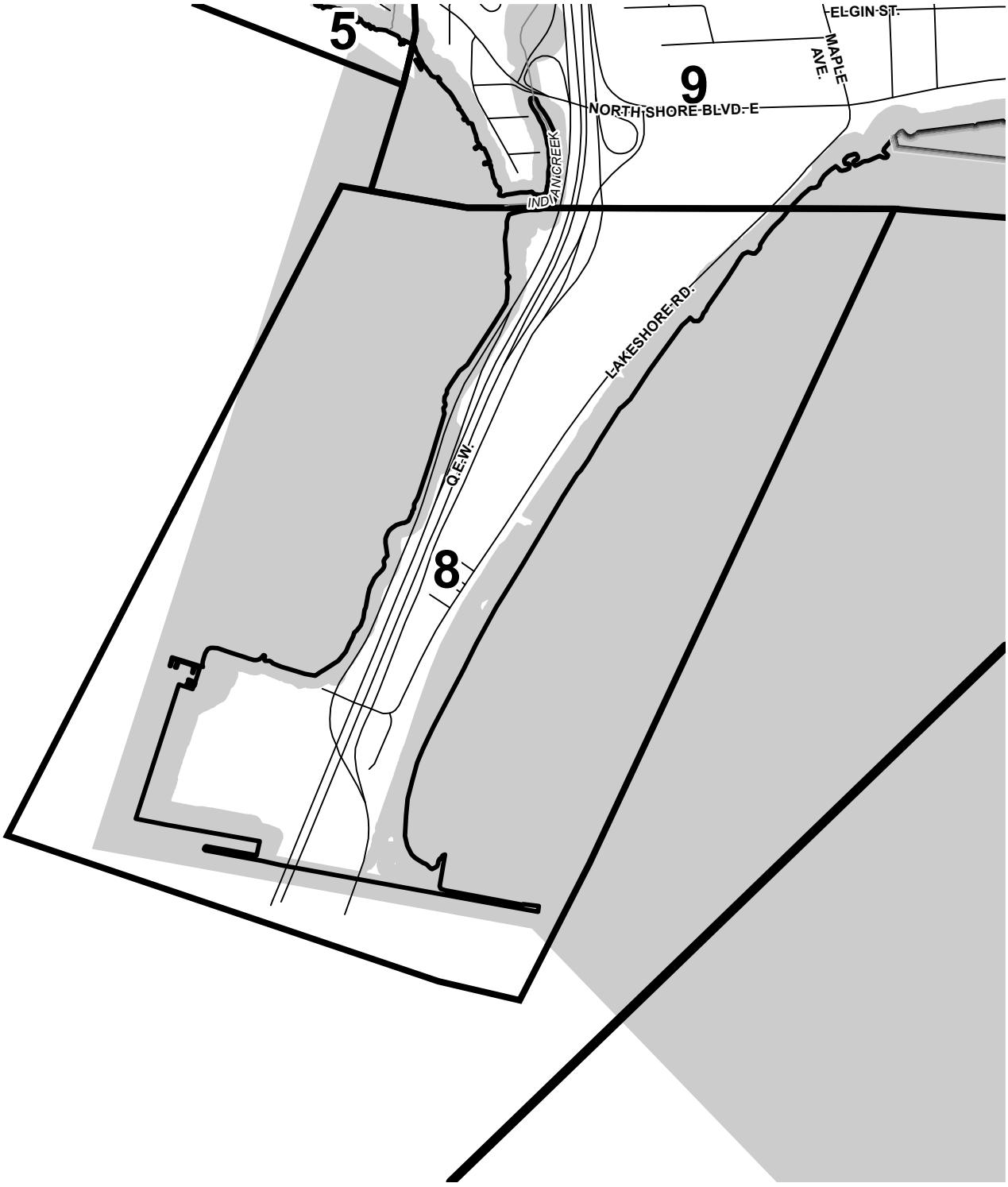
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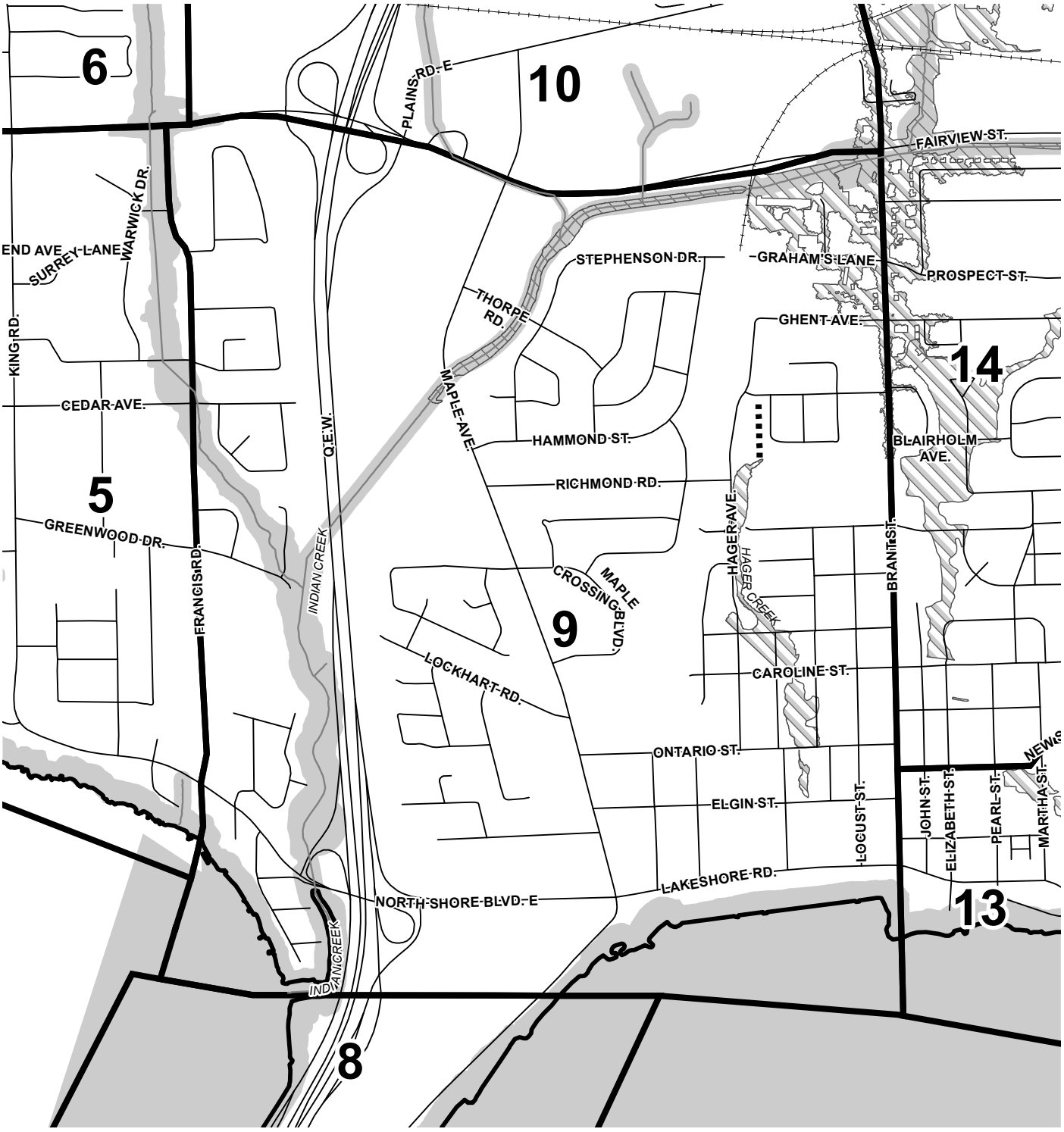
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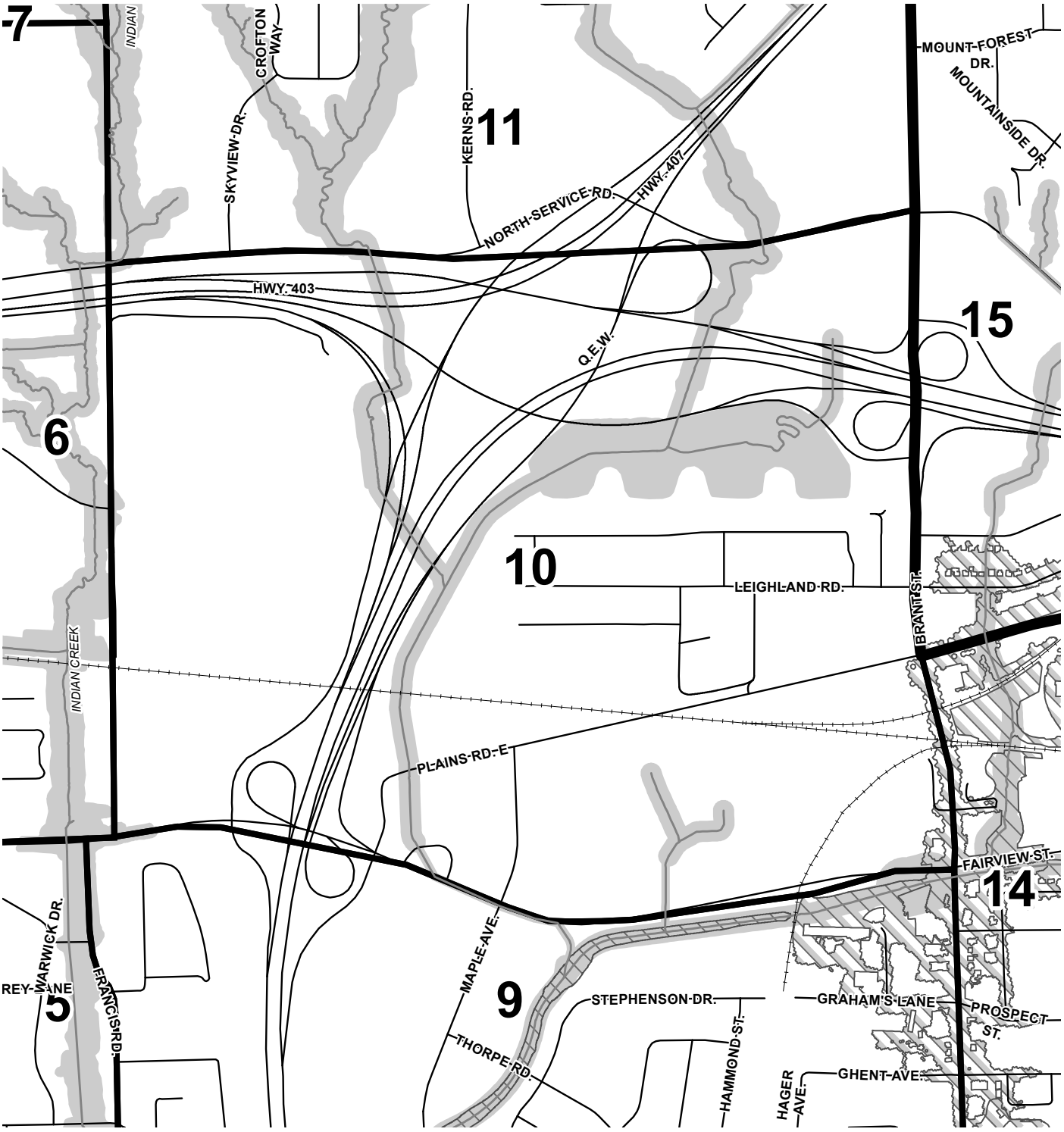
City Identified Watercourse (page E-9 and E-14 only)

Additional Flood Hazard*

Conservation Halton Approximate Regulated Limit

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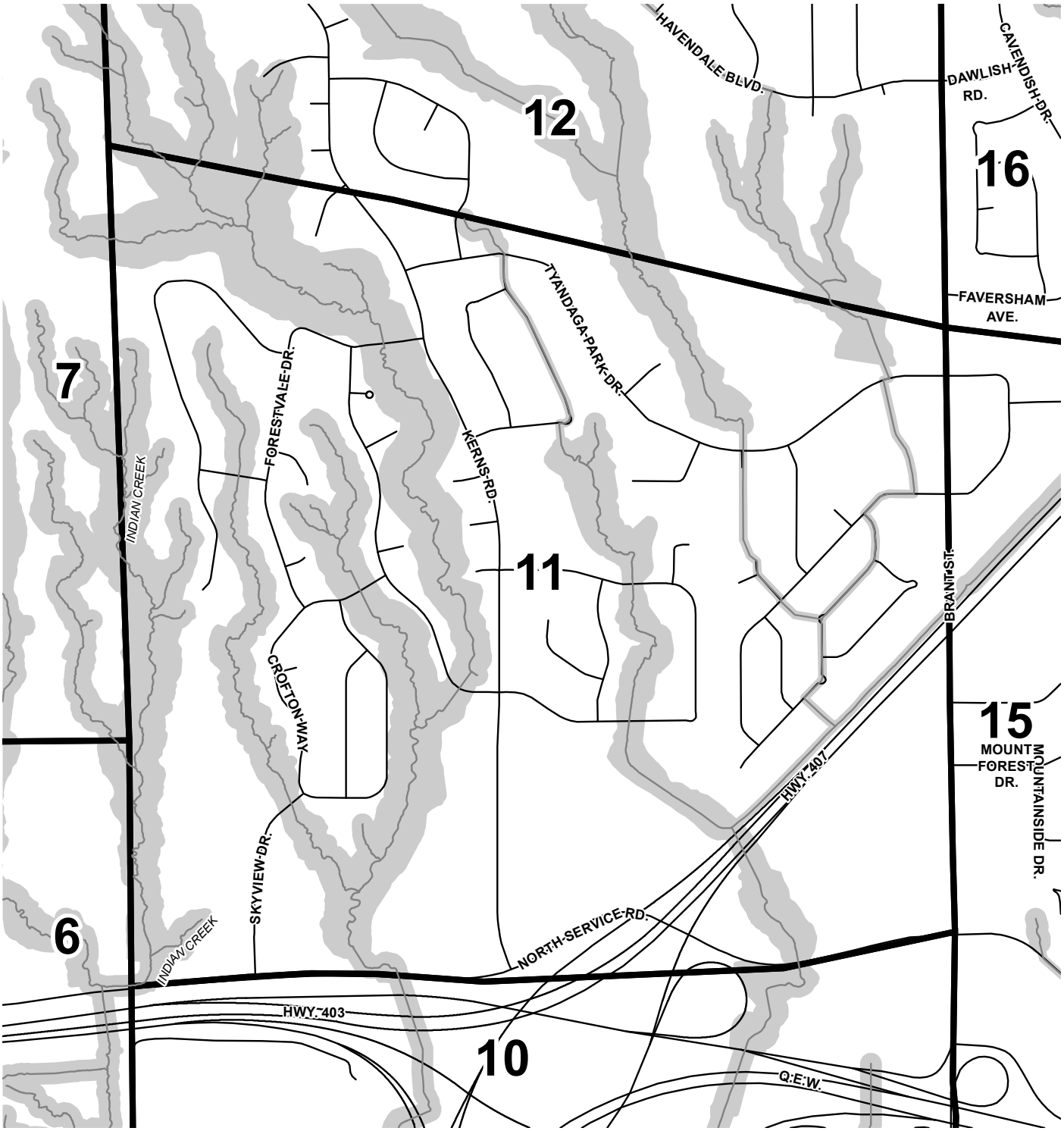
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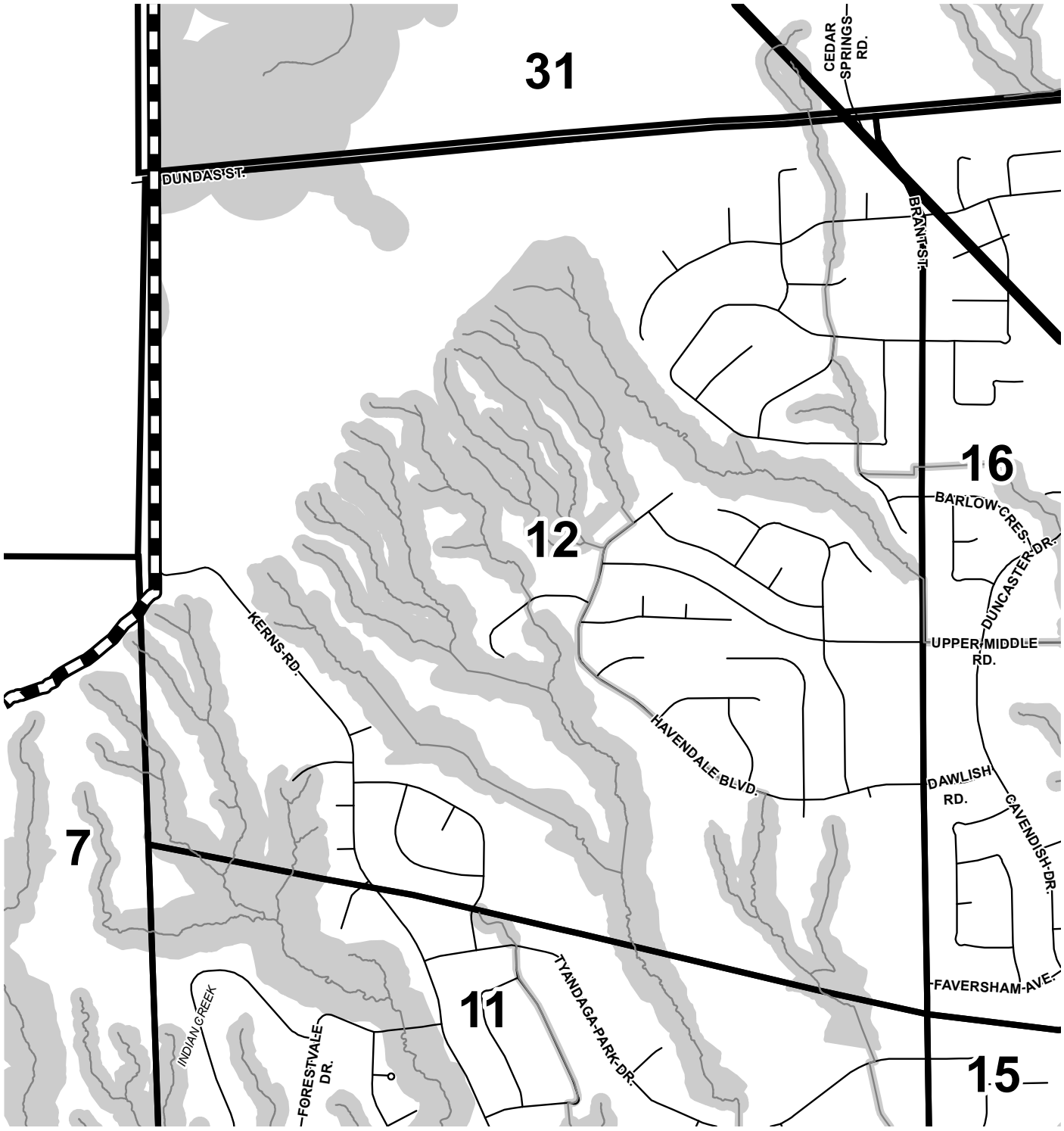
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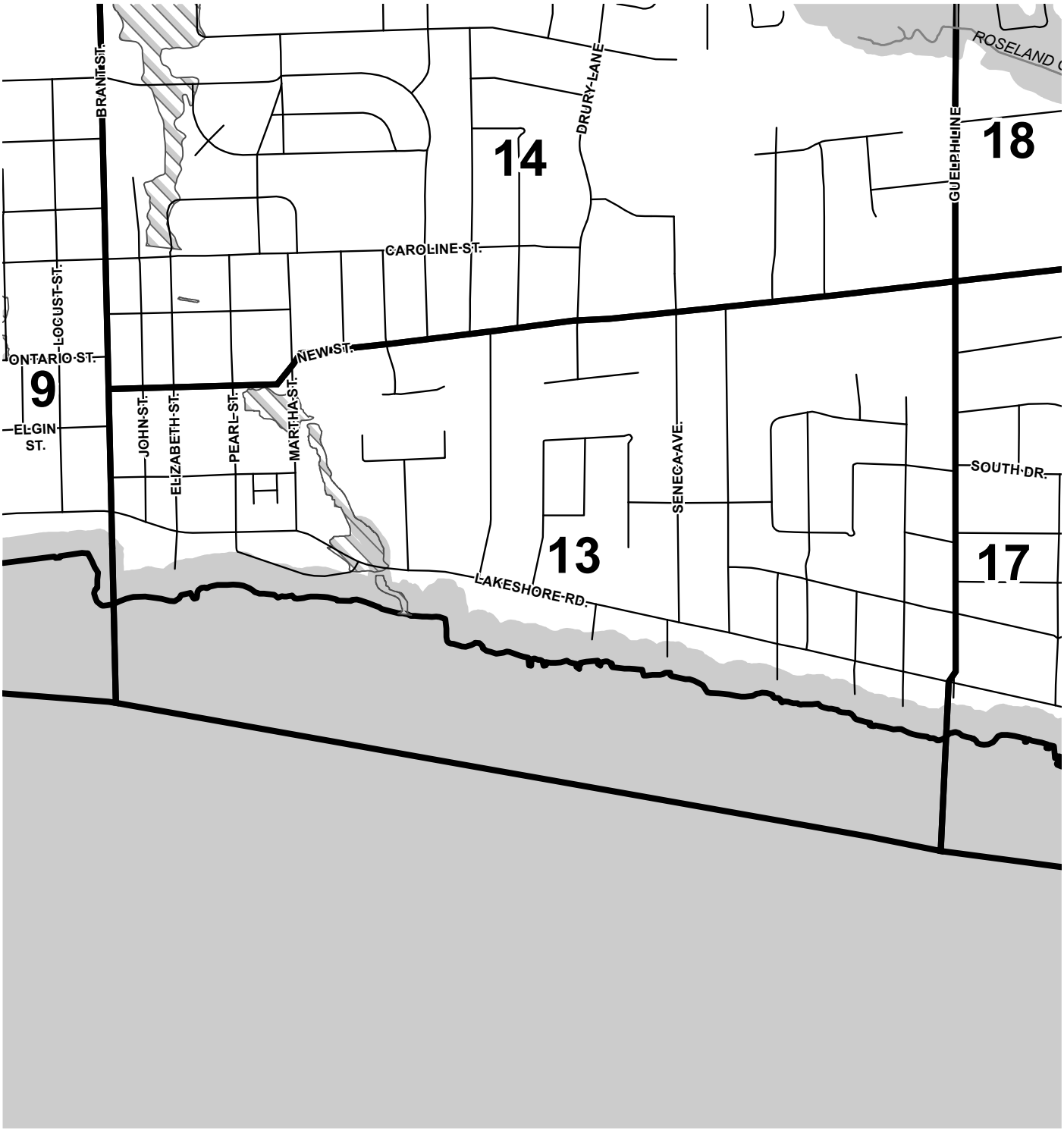
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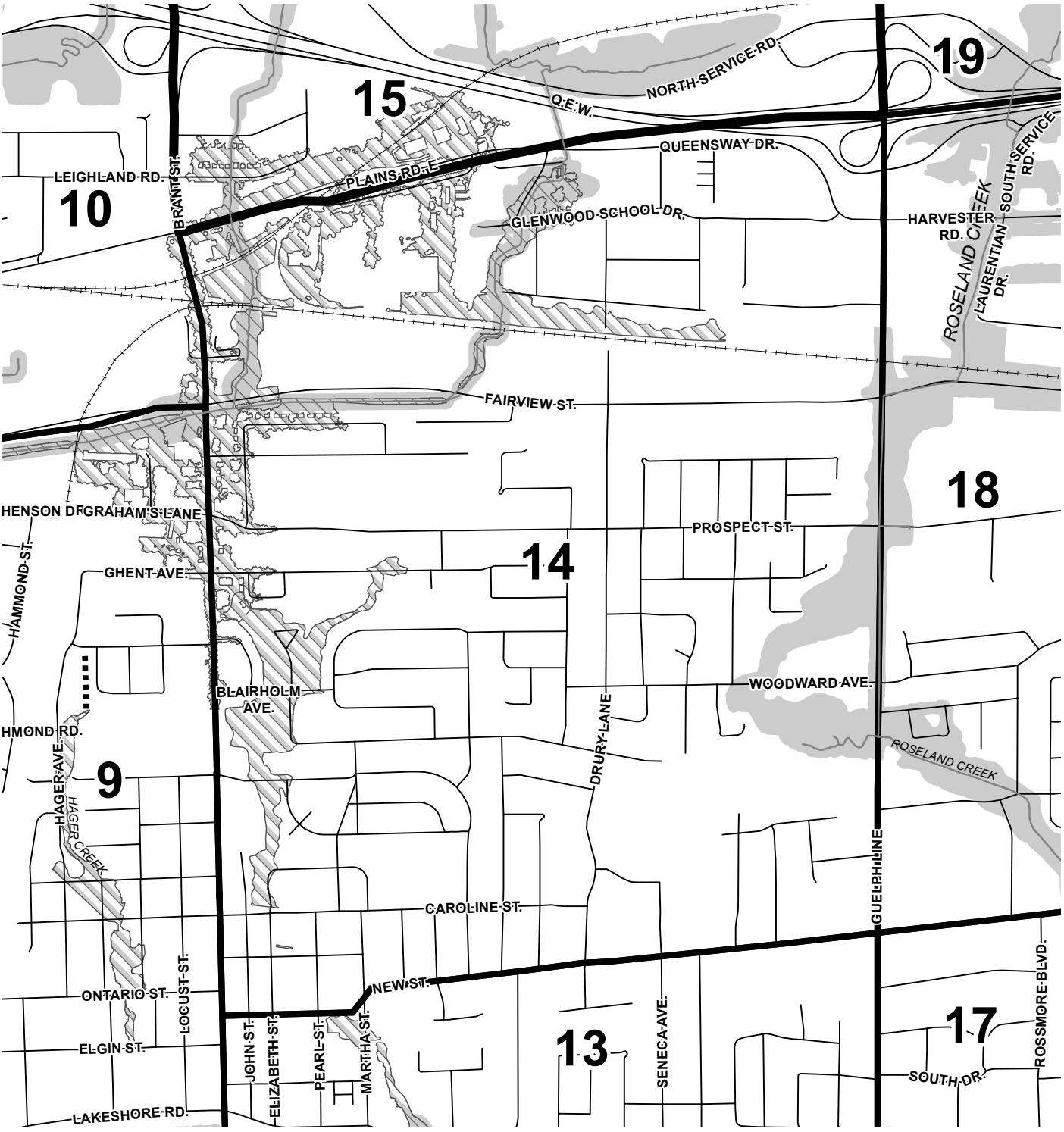
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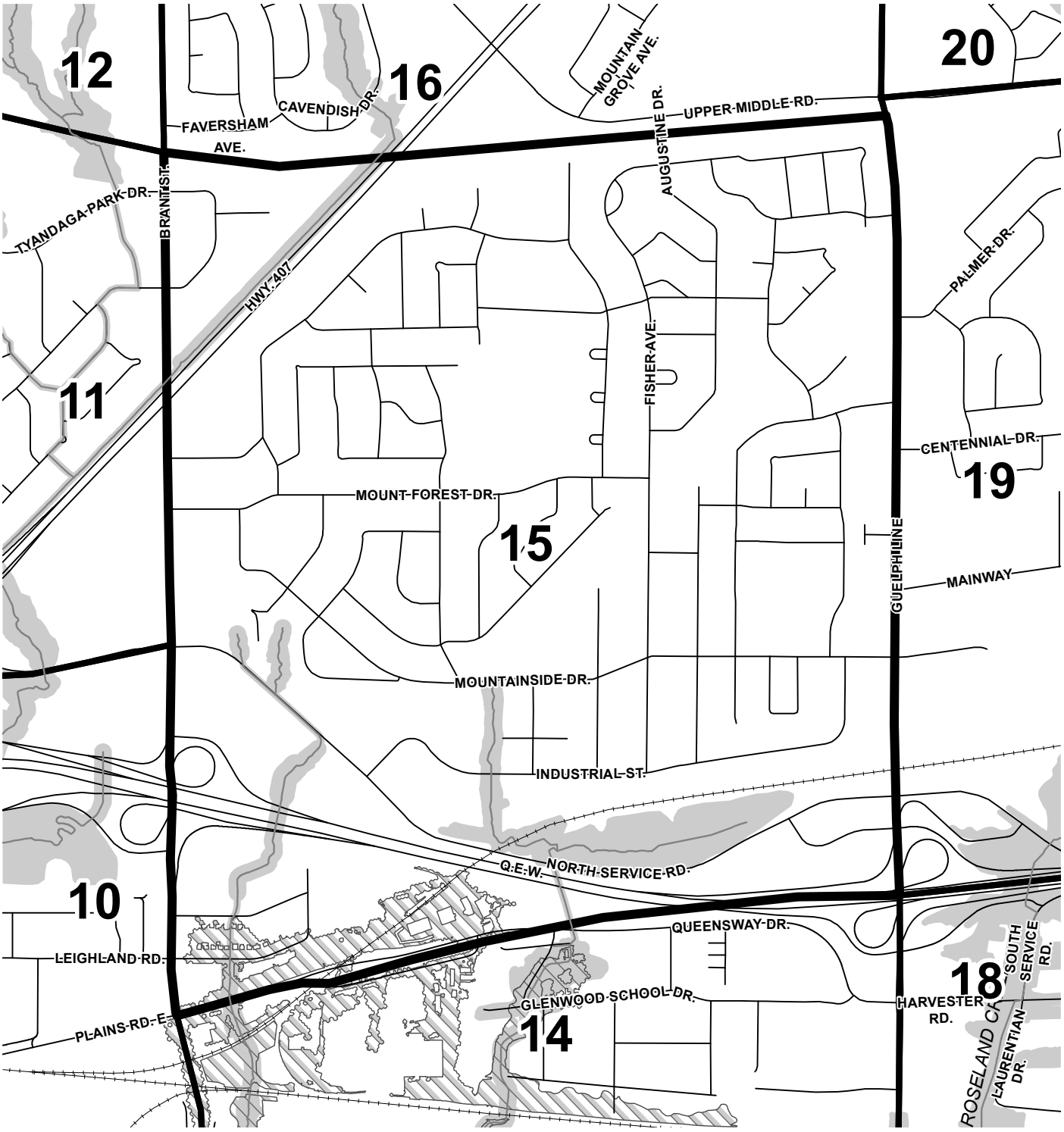
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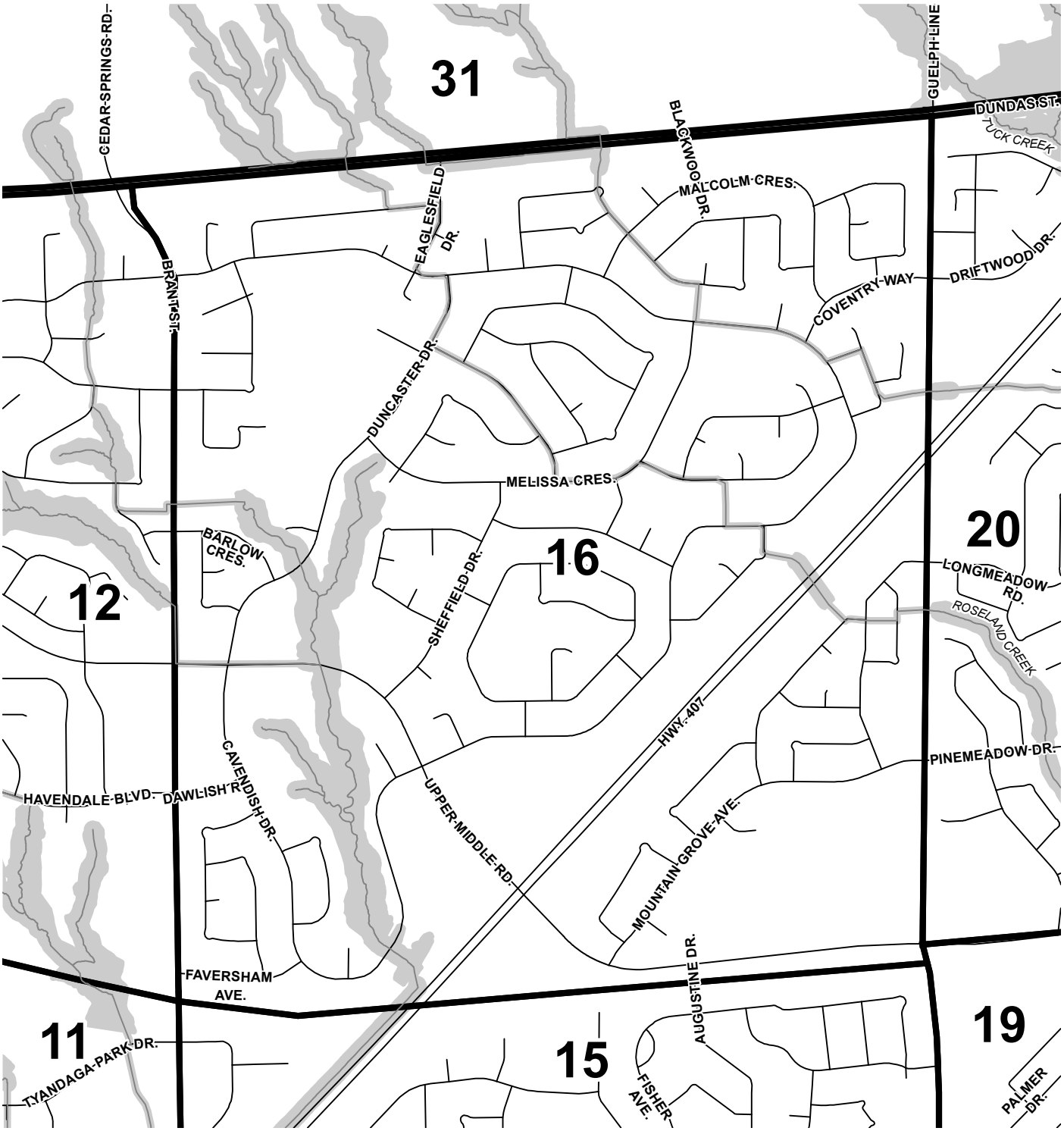
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Additional Flood Hazard*

Conservation Halton Approximate Regulated Limit

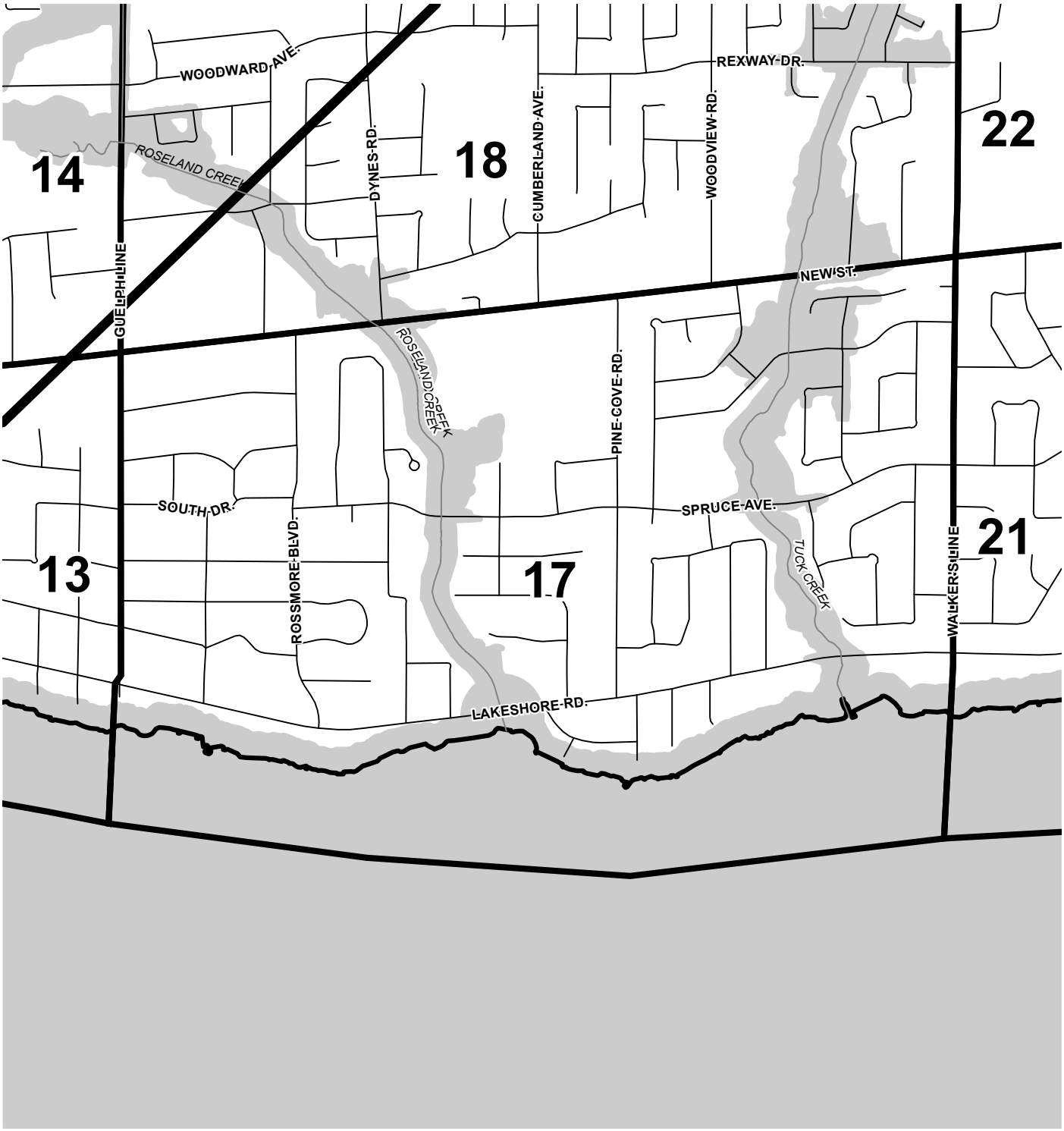
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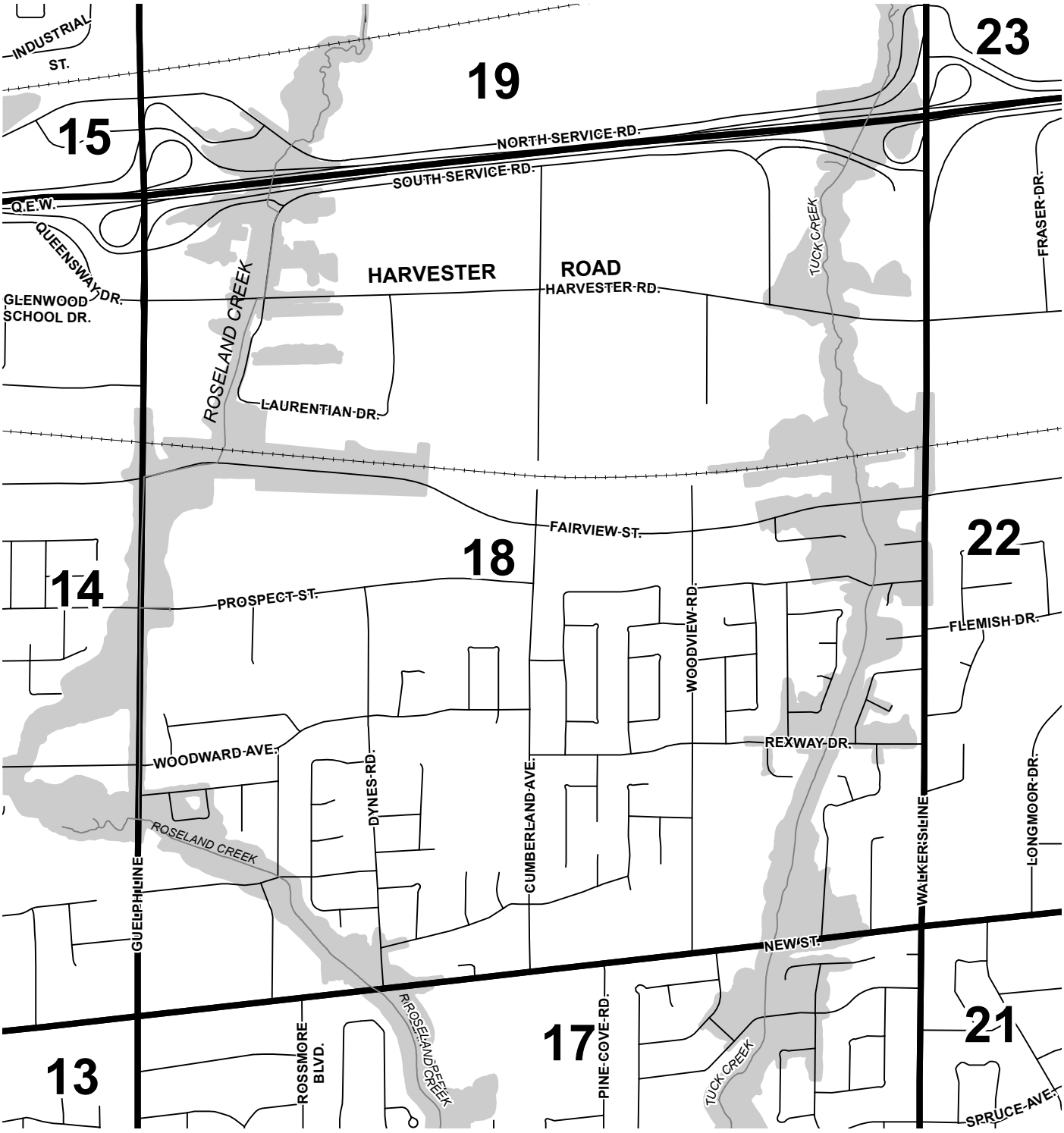
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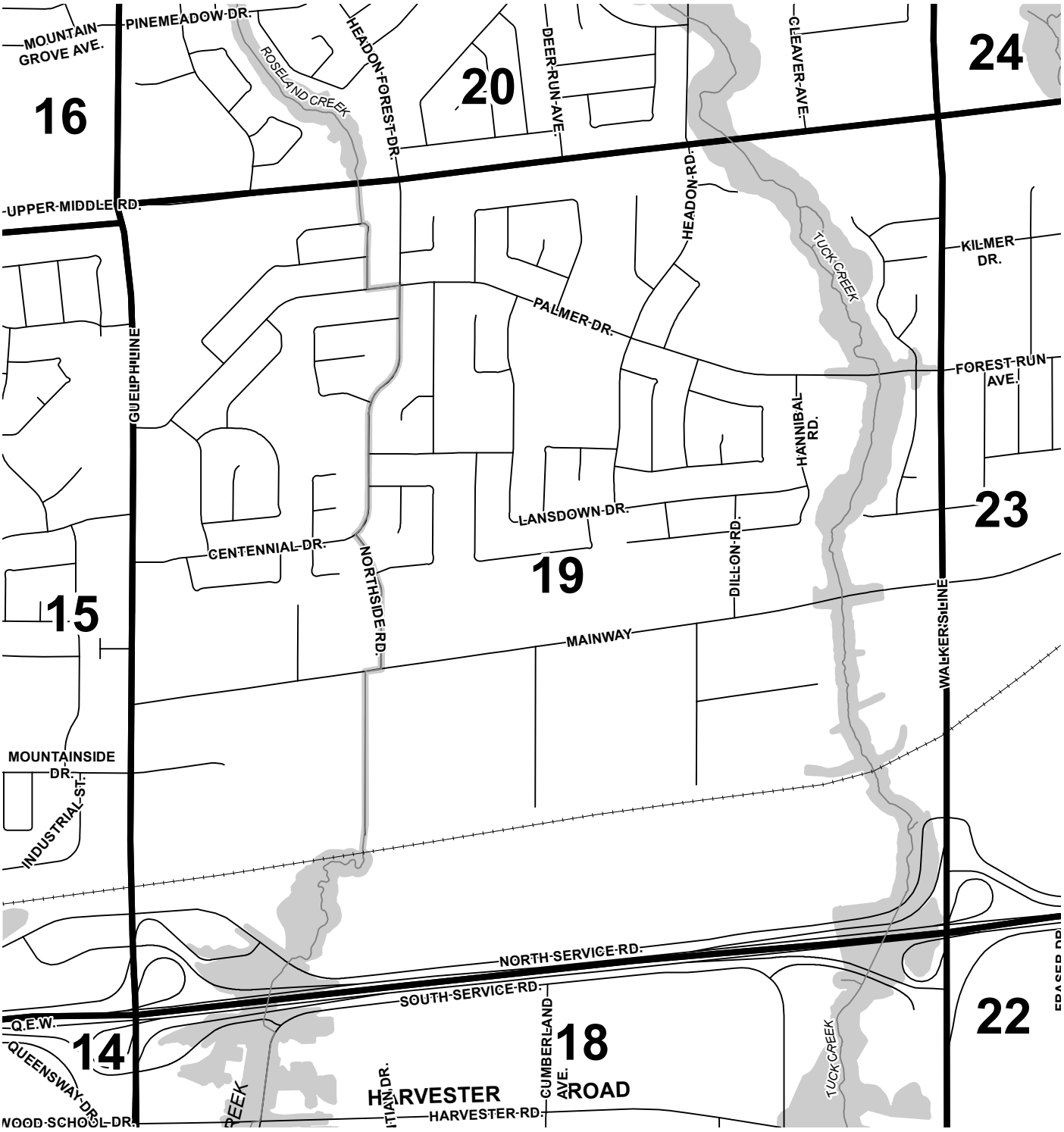
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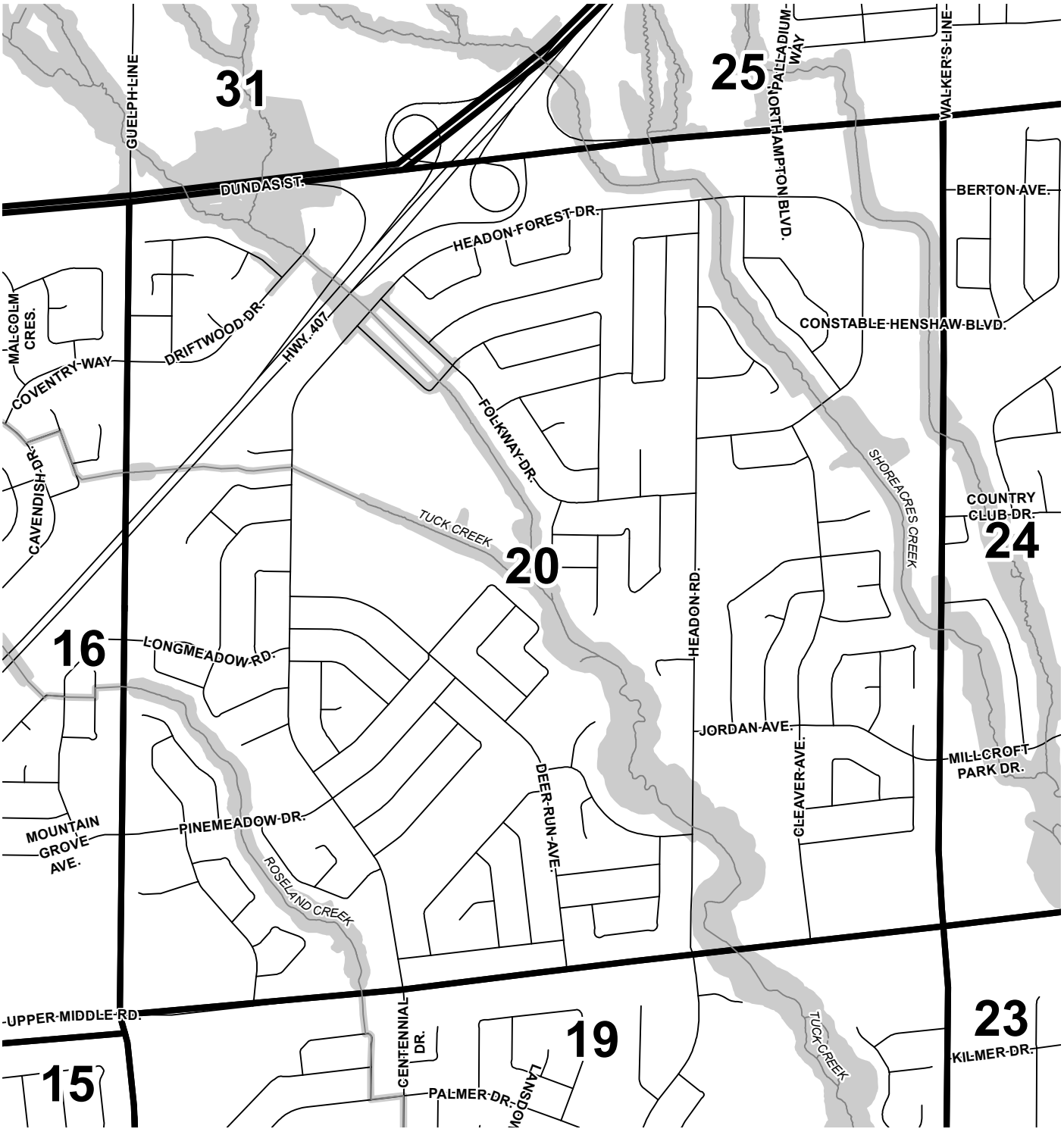
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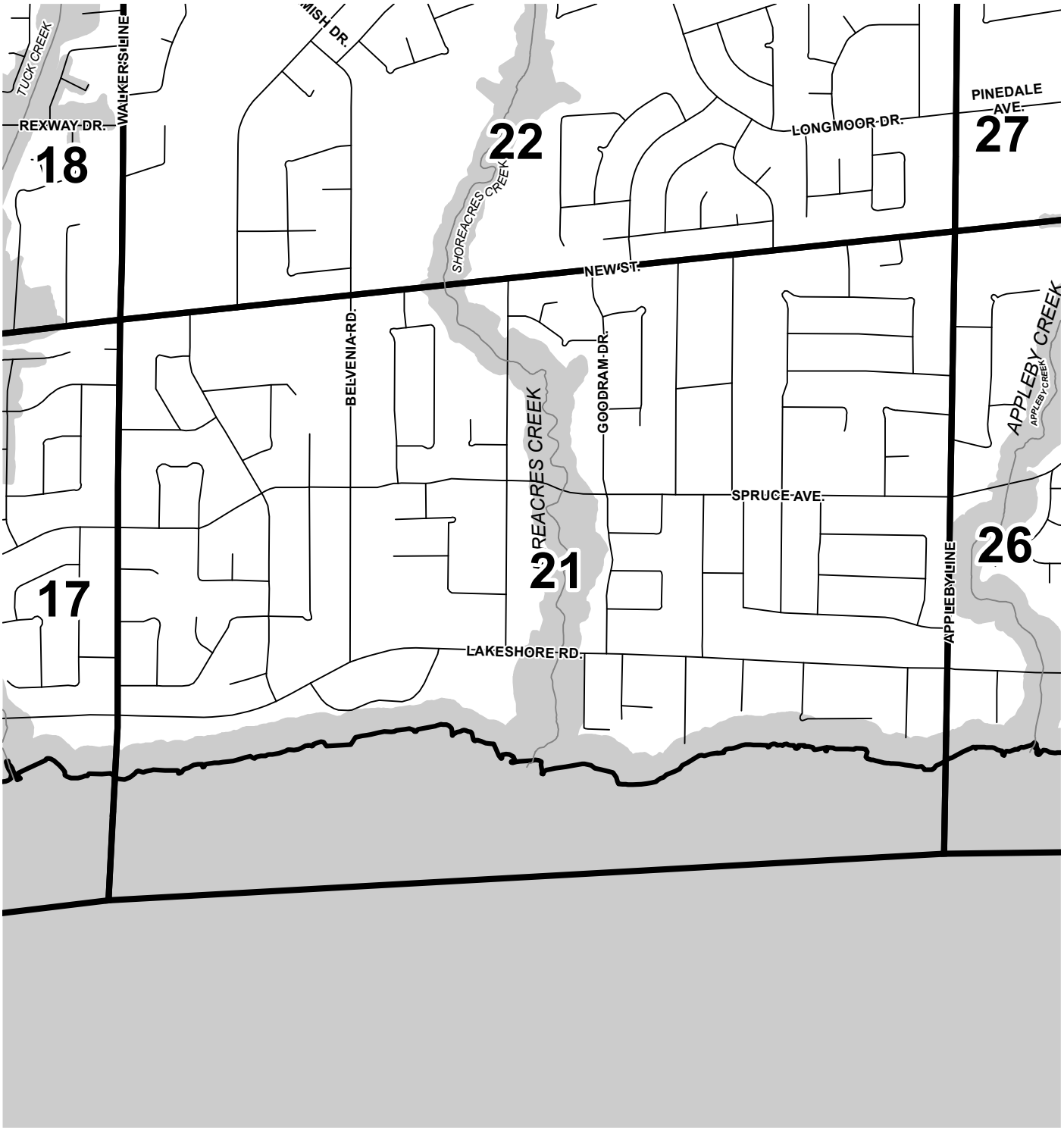
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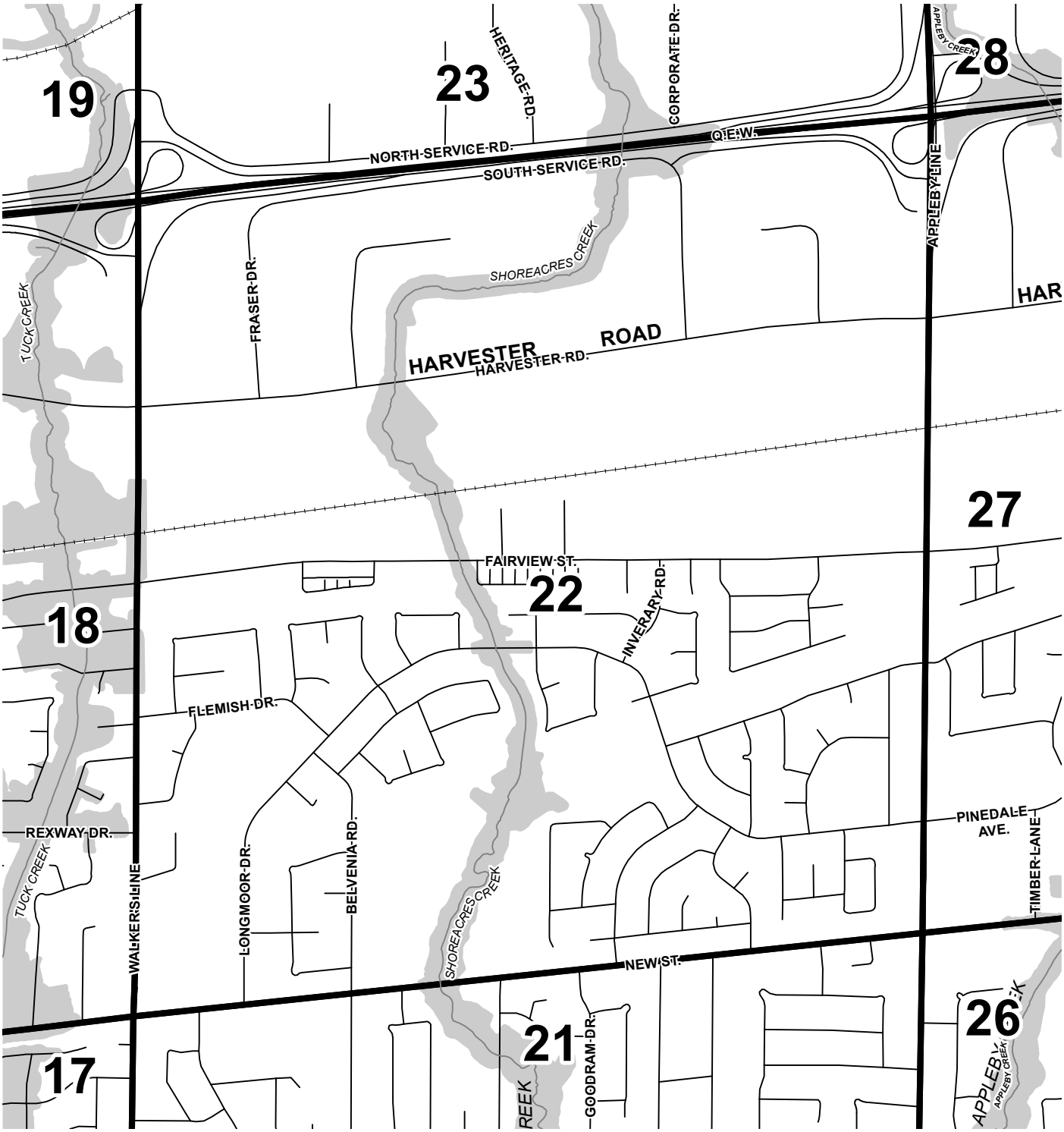
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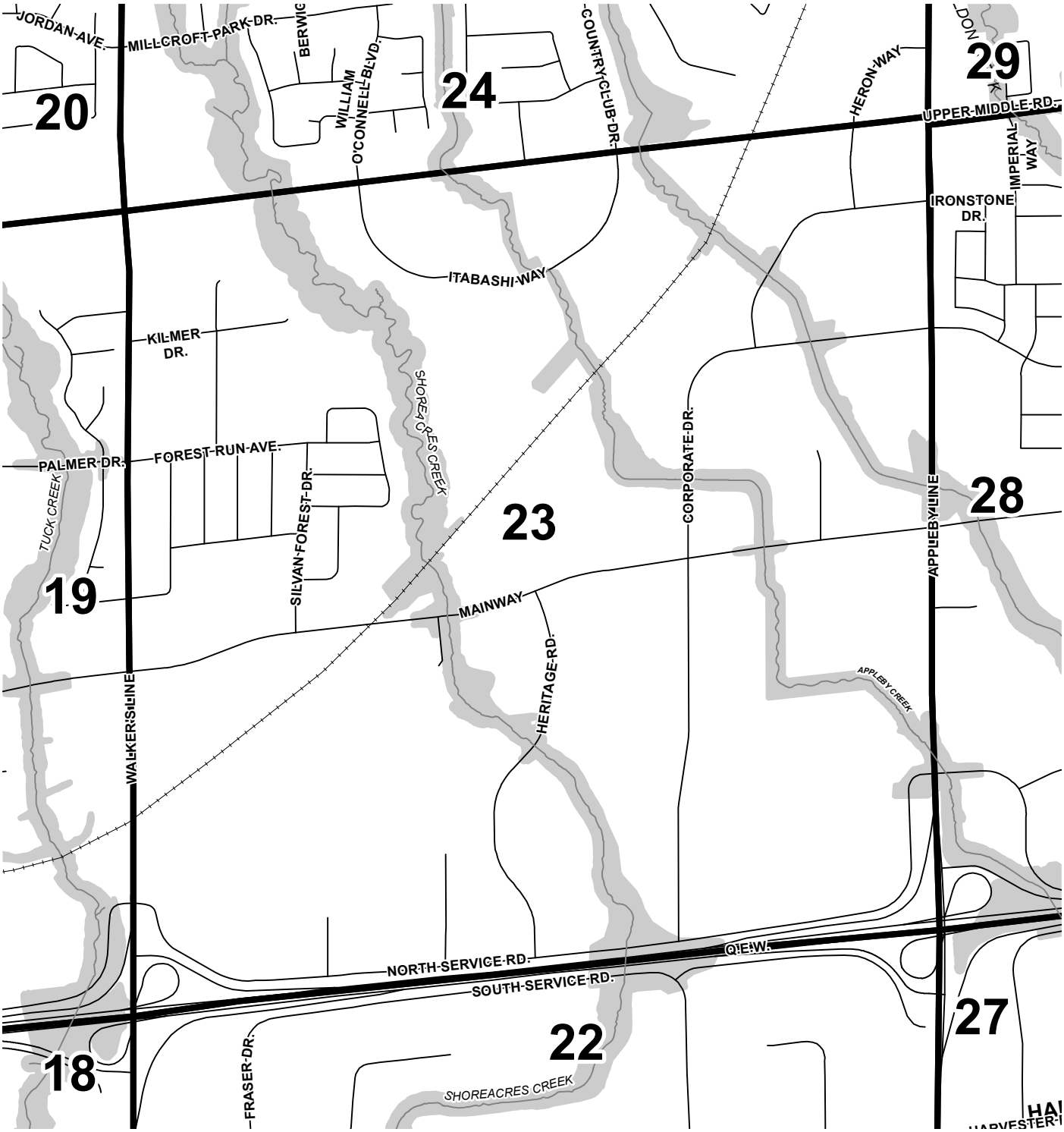
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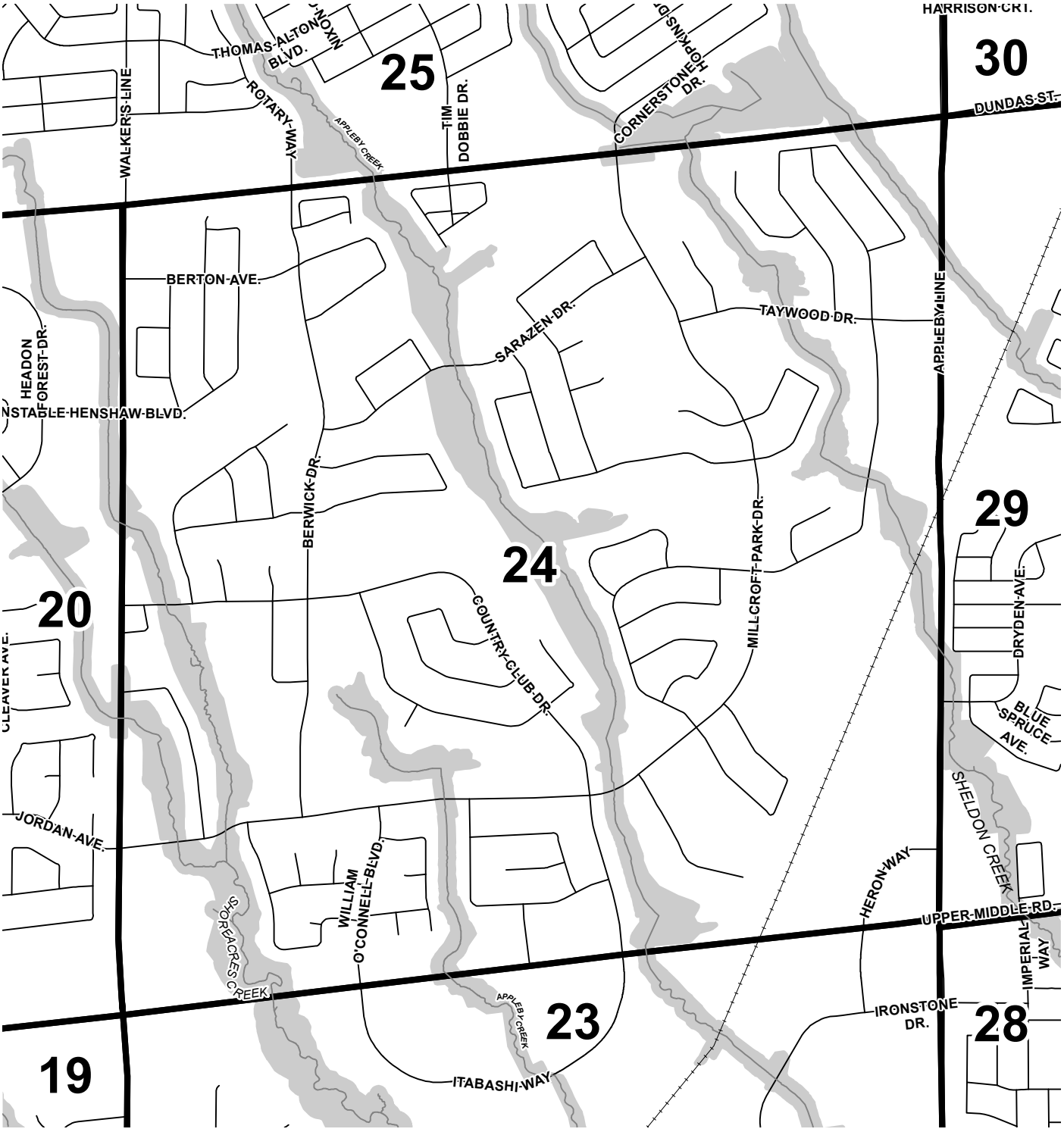
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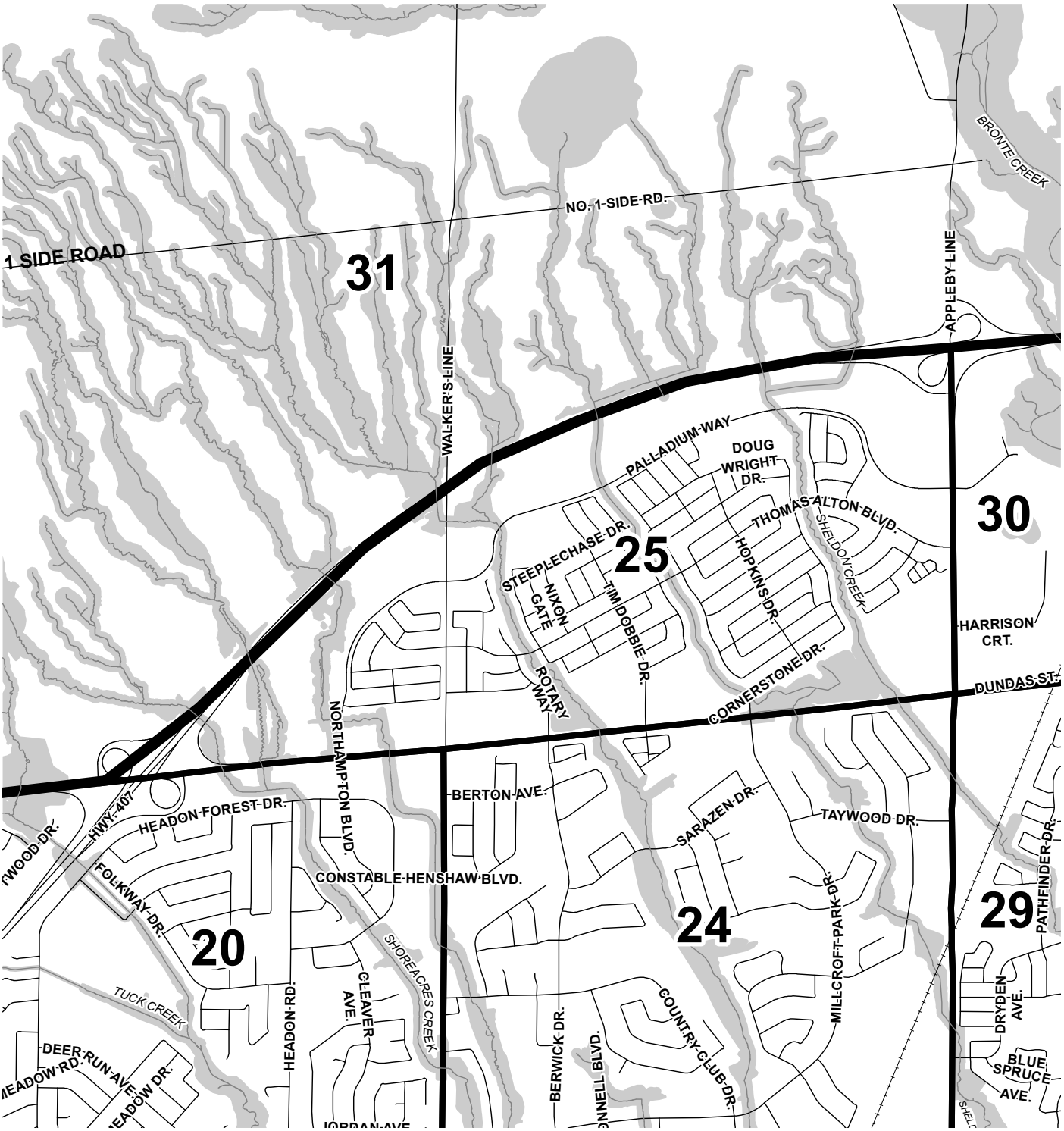
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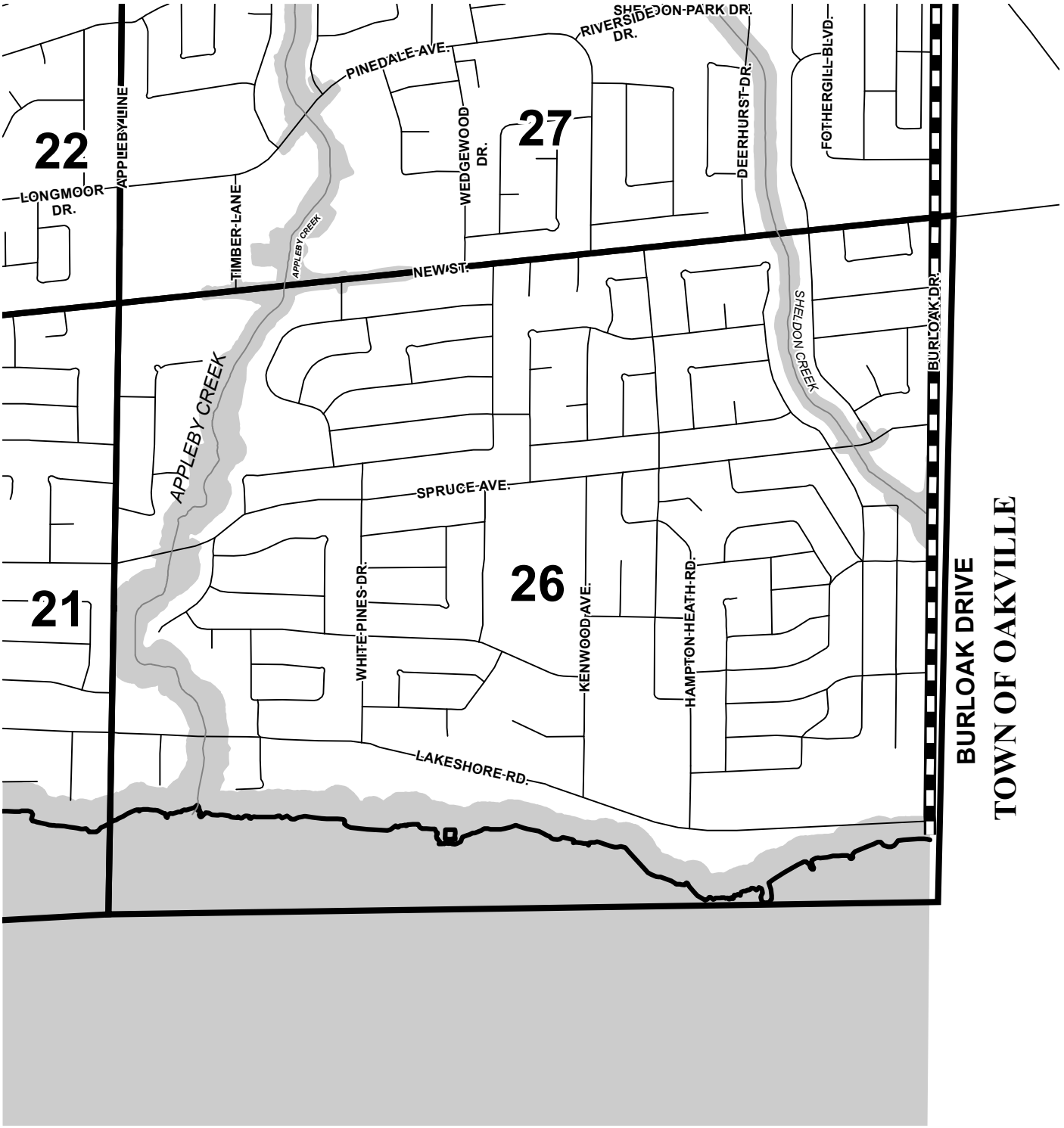
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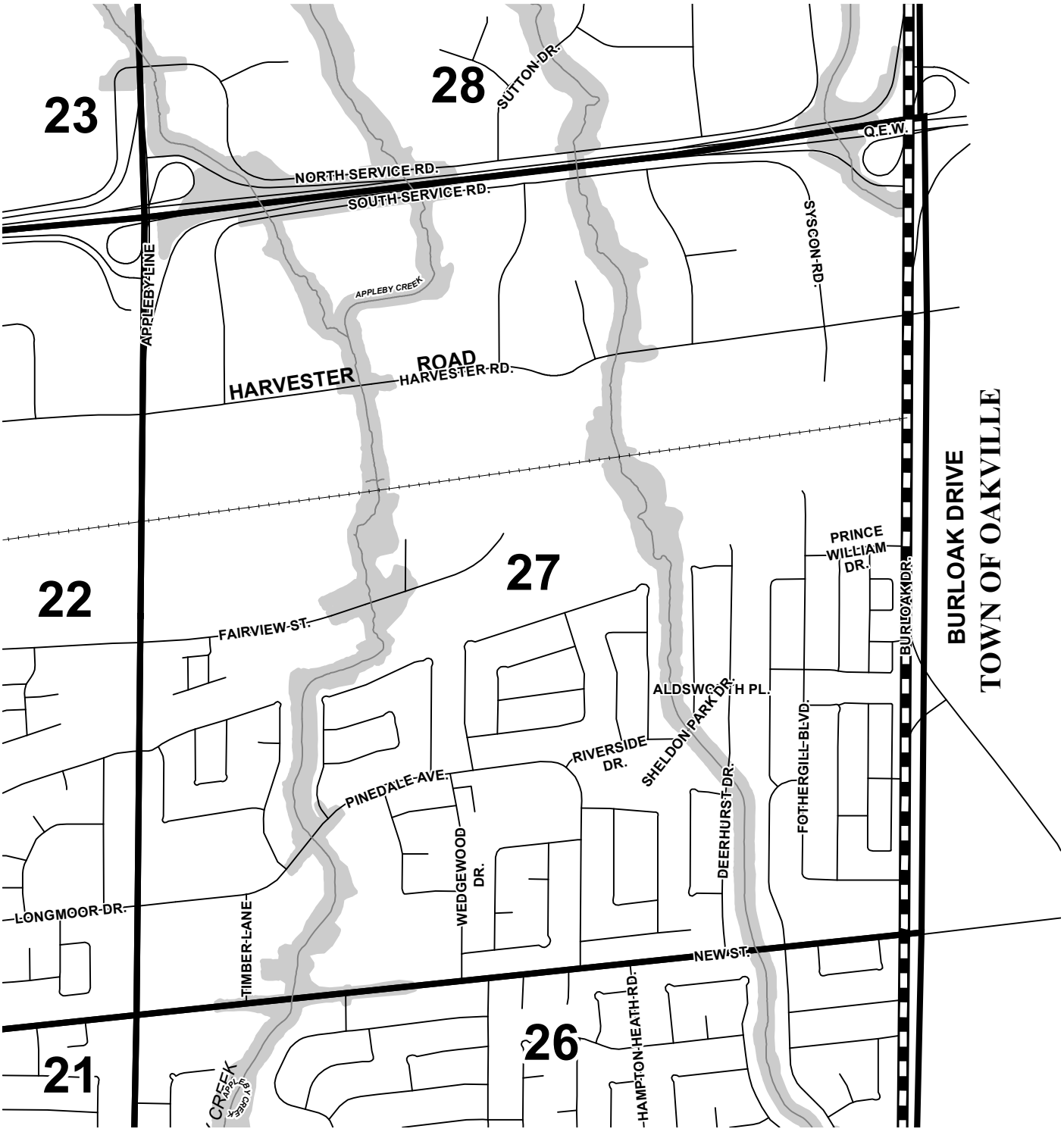
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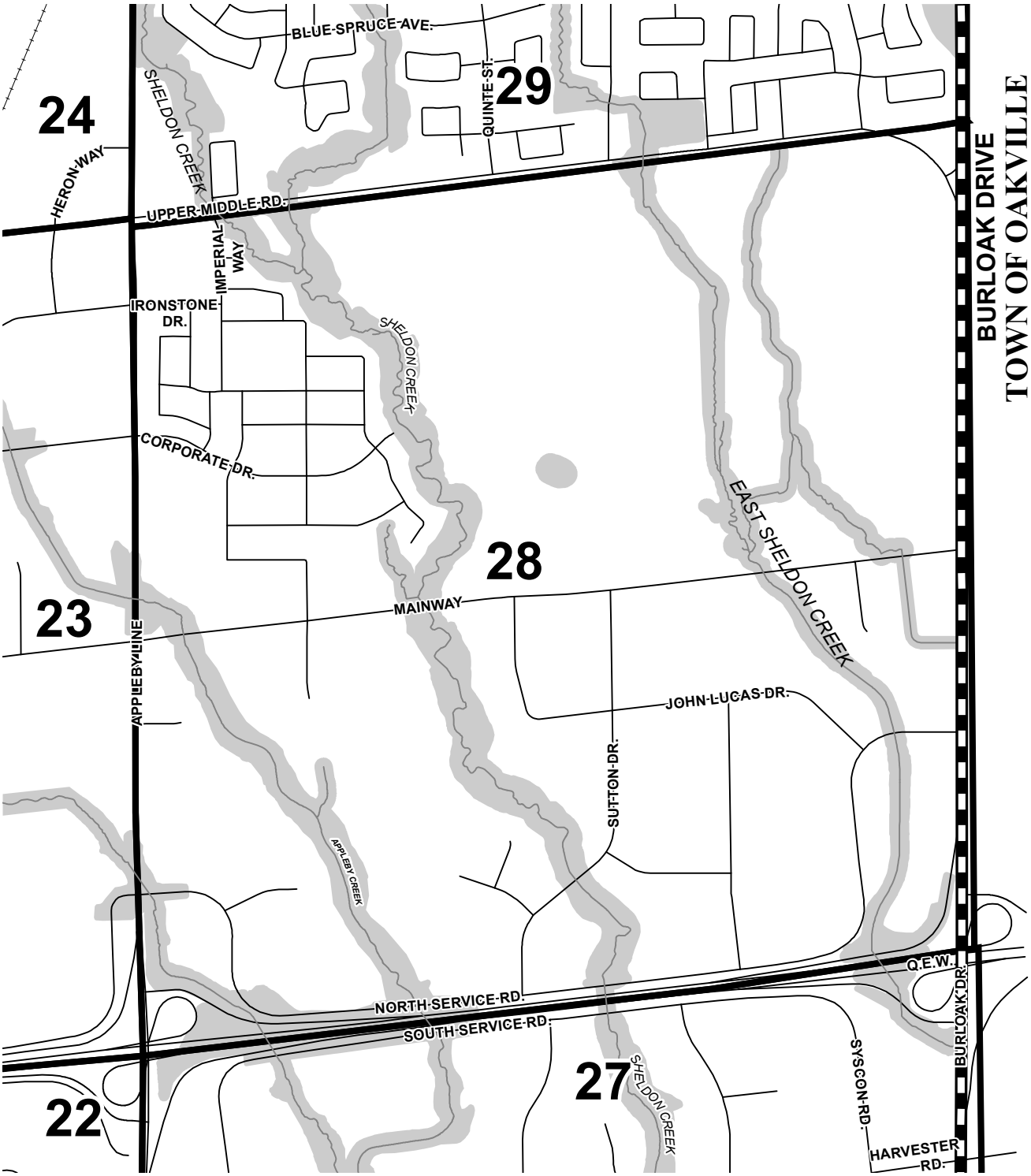
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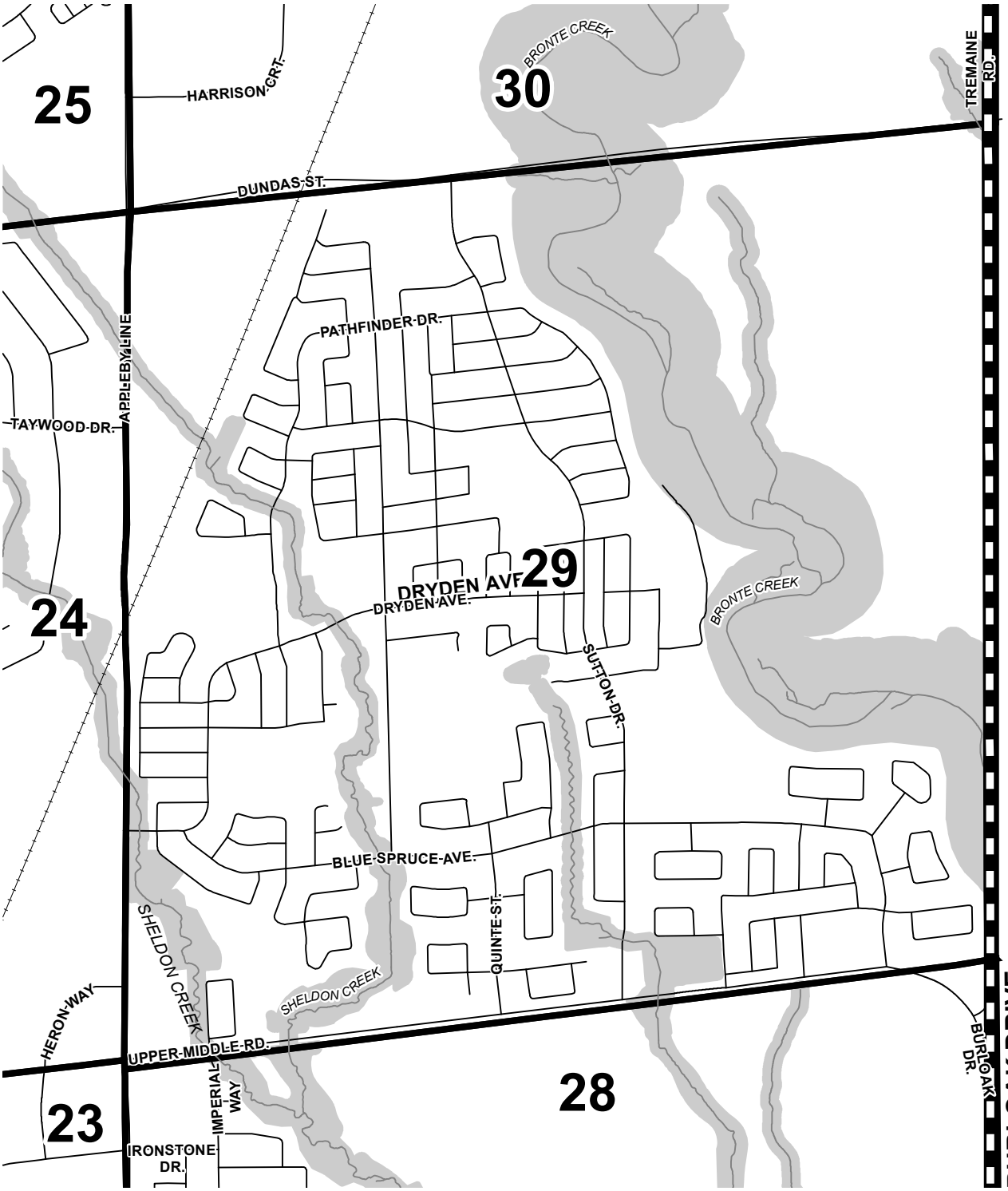
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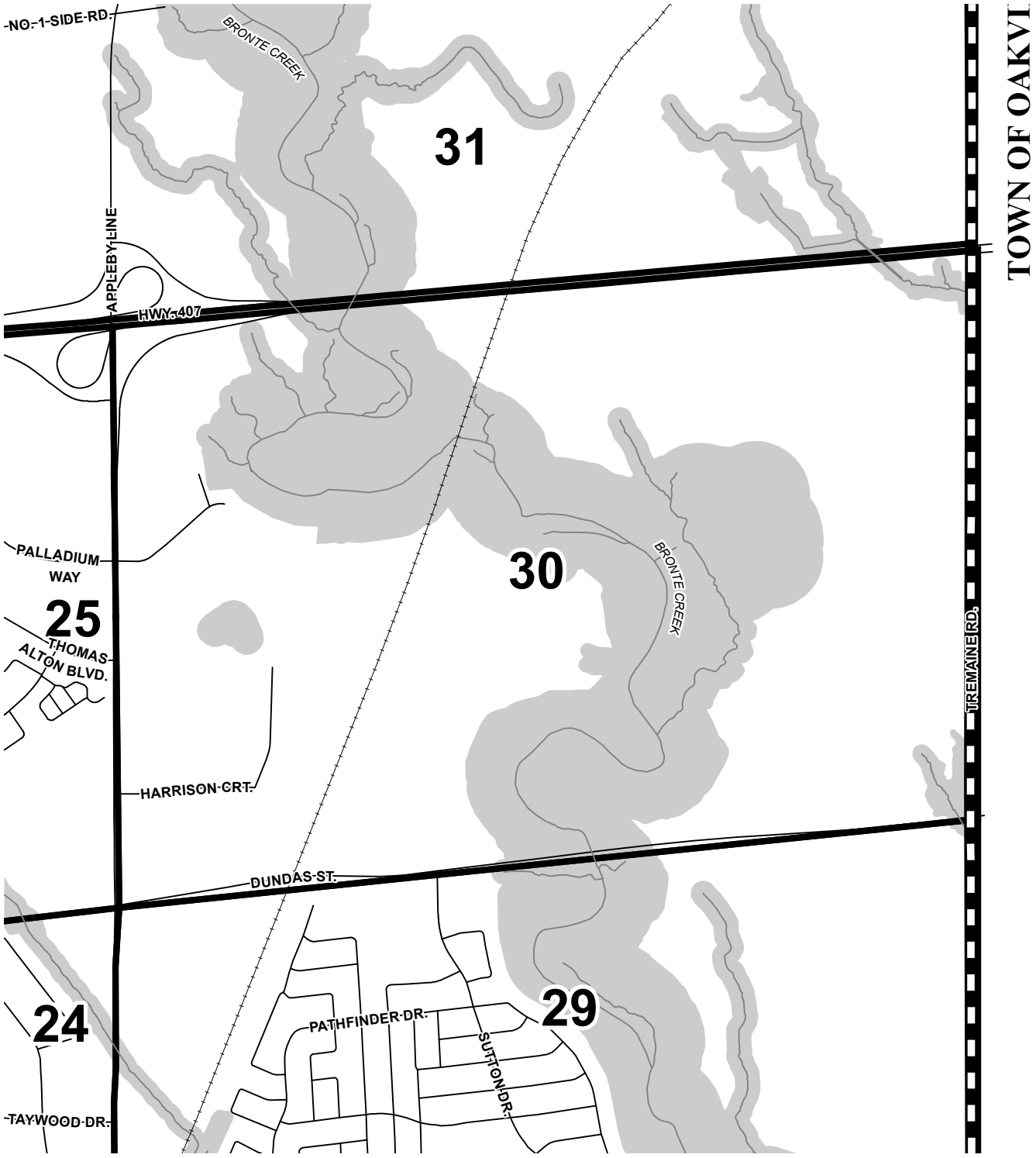
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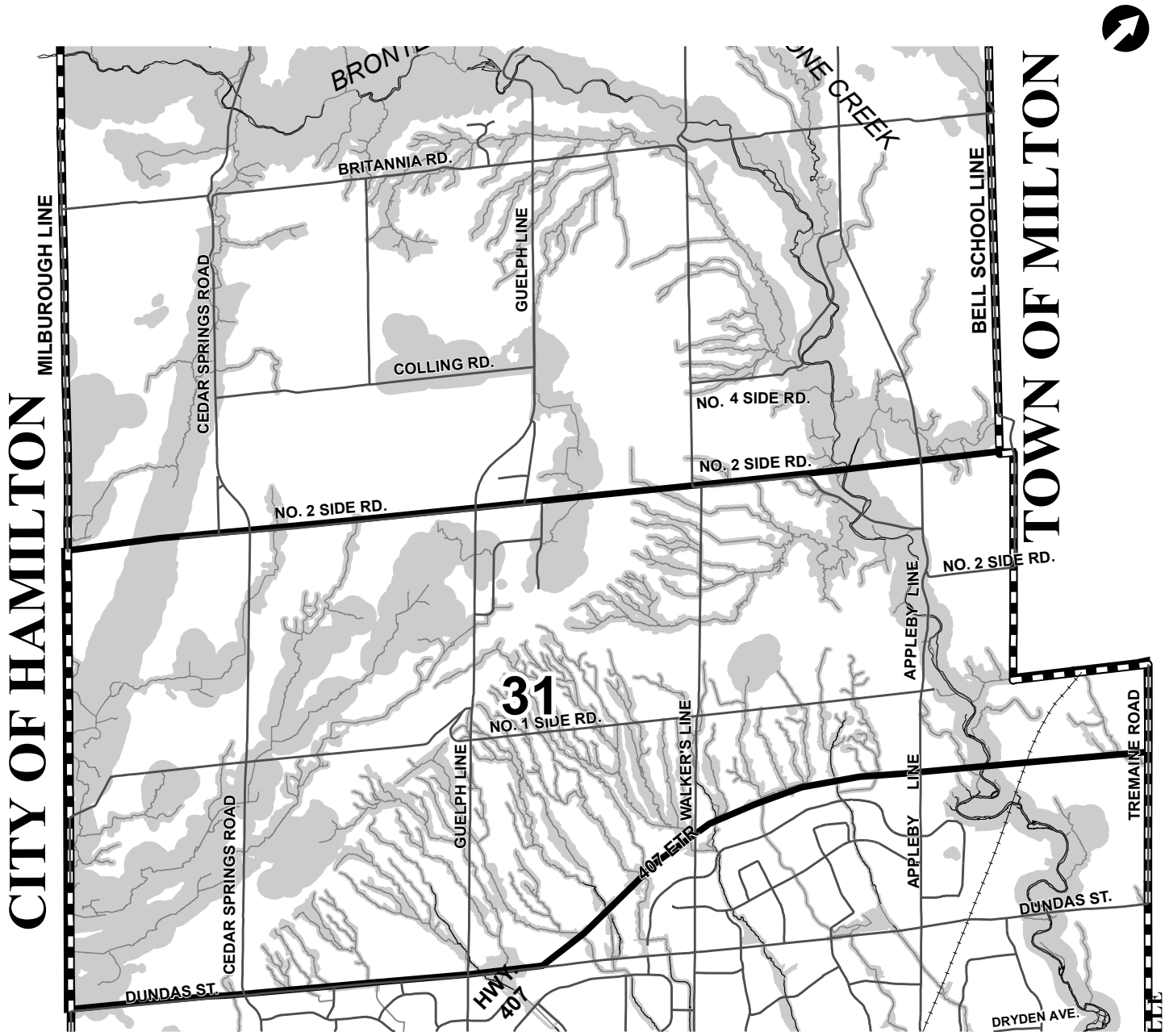
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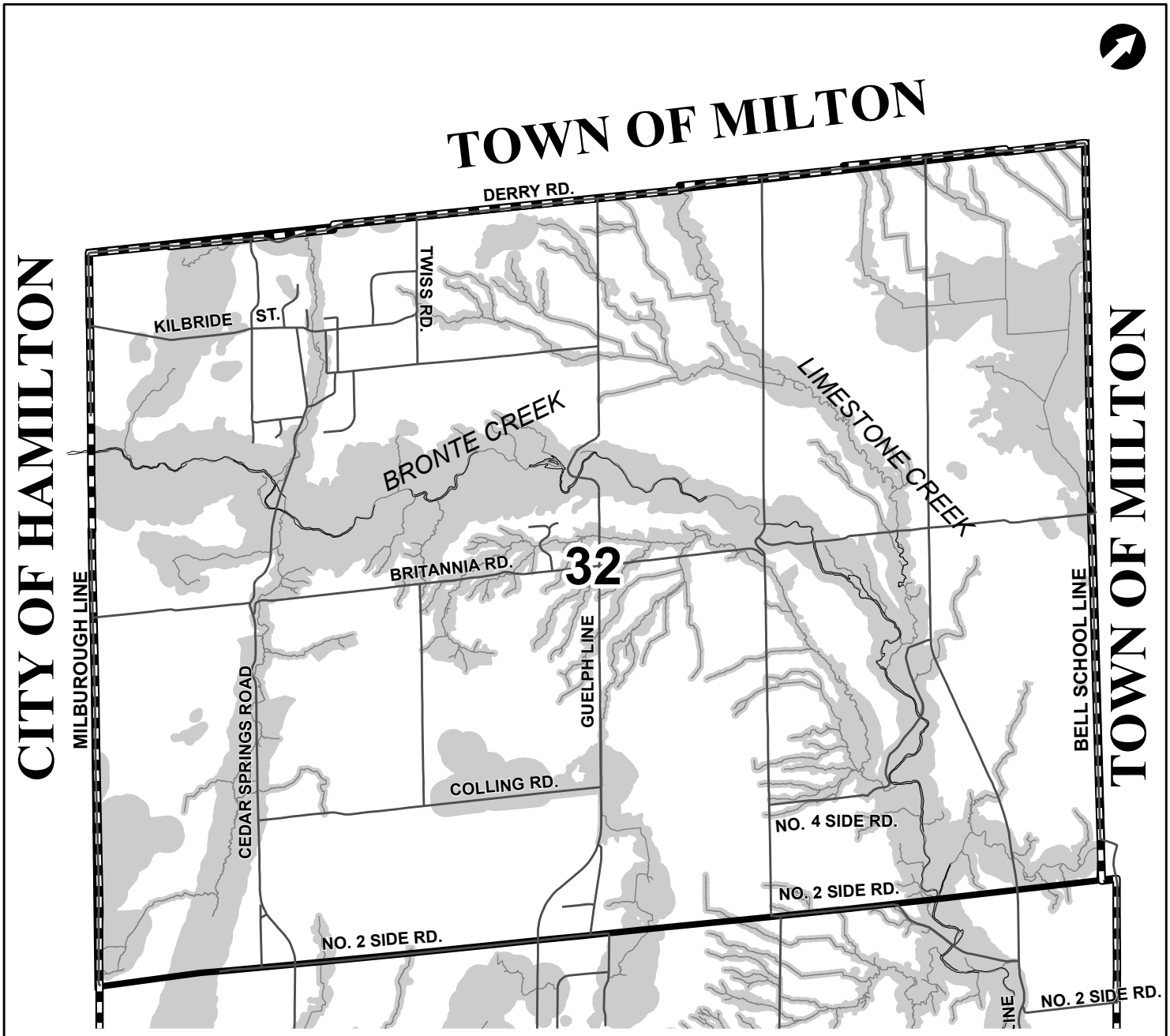
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Conservation Halton Approximate Regulated Limit

APPENDIX E - 31



Conservation Halton Approximate Regulated Limit

APPENDIX E - 32

APPENDIX F

REGIONAL AND PROVINCIAL GUIDELINES

This section is provided for reference purposes only, and does not form part of the Official Plan.

REGION OF HALTON GUIDELINES

1. Livestock Facility Guidelines
2. Agricultural Impact Assessment Guidelines
3. Golf Course and Recreational Facilities Best Management Guidelines
4. Preparing a Community Infrastructure Strategy
5. Urban Services Guidelines
6. Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection
7. Development Design Guidelines for Source Separation of Solid Waste
8. Highway Dedication Guidelines
9. Air Quality Guidelines
10. Land Use Compatibility Guidelines
11. Noise Abatement Guidelines
12. Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites
13. Healthy Communities Guidelines
14. Aggregate Resources Reference Manual
15. Environmental Impact Assessment Guidelines
16. Guidelines for Coordinated Municipal Responses to Renewable Energy Proposals

PROVINCE OF ONTARIO GUIDELINES AND INFORMATION

1.1 ACCESSIBILITY

Handbook	Planning for Barrier-Free Municipalities (MMAH)
Infosheet	The Planning Act and Accessibility (MMAH)

1.2 AGRICULTURE

Guidelines	Classifying Prime and Marginal Agricultural Soils and Landscapes (OMAFRA)
Guidelines	Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas (OMAFRA)
Guidelines	Guidelines for Detailed Soil Survey for Agricultural Land Use Planning (OMAFRA)
Guide	Minimum Distance Separation (MDS) Formulae (OMAFRA)

1.3 APPEALS AND MEDIATION

Guide	Citizens' guide #6 - Ontario Municipal Board Citizens' guide (MMAH)
Guide	Citizens' guide #10 - Making Mediation Work for You (MMAH)
Guide	Citizen's Guide to the Normal Farm Practices Protection Board

1.4 CLEAN AIR, ENERGY CONSERVATION AND RENEWABLE ENERGY

Information	Energy Conservation, Efficiency and Supply (Energy)
Information	Improving Air Quality (MMAH)
Information	Planning for Electricity Infrastructure (Energy)

1.5 CULTURAL HERITAGE AND ARCHAEOLOGY

Information	Archaeological Management Plans (MMAH)
Information	Designating Heritage Properties (MTCS)

1.6 GENERAL INORMATION

Guide	Citizens' guides
Information	Ontario Building Code (MMAH)

1.7 MINING, MINERALS AND AGGREGATES

Tools CLAIMaps (MNDM)

1.8 MUNICIPAL PLANNING

Guide Citizens' guide #2 - Official Plans (MMAH)

Case Study Municipal-Aboriginal Relationships: Case Studies (MMAH)

Tools Municipal Financial Tools for Planning and Development (MMAH)

1.9 NATURAL HERITAGE, ENDANGERED SPECIES AND WILD LIFE HABITAT

Guide Natural Heritage Reference Manual (MNRF)

Guide Significant Wildlife Habitat Guide (MNRF)

1.10 TRANSPORTATION

Guidelines Corridor Management Guideline (MTO)

Guidelines Guidelines for Traffic Impact Studies (MTO)

Guidelines Guidelines for Municipal Official Plan (MTO)

1.11 ENVIRONMENT AND LAND USE COMPATIBILITY (MOECC)

Guidelines

D-1 Land Use and Compatibility

D-1-1 Land Use Compatibility: Procedure for Implementation

D-1-2 Land Use Compatibility: Specific Applications

D-1-3 Land Use Compatibility: Definitions

D-2 Compatibility between Sewage Treatment and Sensitive Land Use

D-3 Environmental Considerations for Gas or Oil Pipelines and Facilities

D-4 Land Use On or Near Landfills and Dumps

D-4-1 Assessing Methane Hazards from Landfill Sites

D-4-2 Environmental Warnings/Restrictions

D-4-3 Registration of Certificates and Provisional Certificates

D-5 Planning for Sewage and Water Services

D-5-1 Calculating and Reporting Uncommitted Reserve Capacity at Sewage and Water Treatment Plants

D-5-2 Application of Municipal Responsibility for Communal Water and Sewage Services

D-5-3 Servicing Options Statement

D-5-4 Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment

D-5-5 Private Wells: Water Supply Assessment

D-6 Compatibility between Industrial Facilities

D-6-1 Industrial Categorization Criteria

D-6-3 Separation Distances

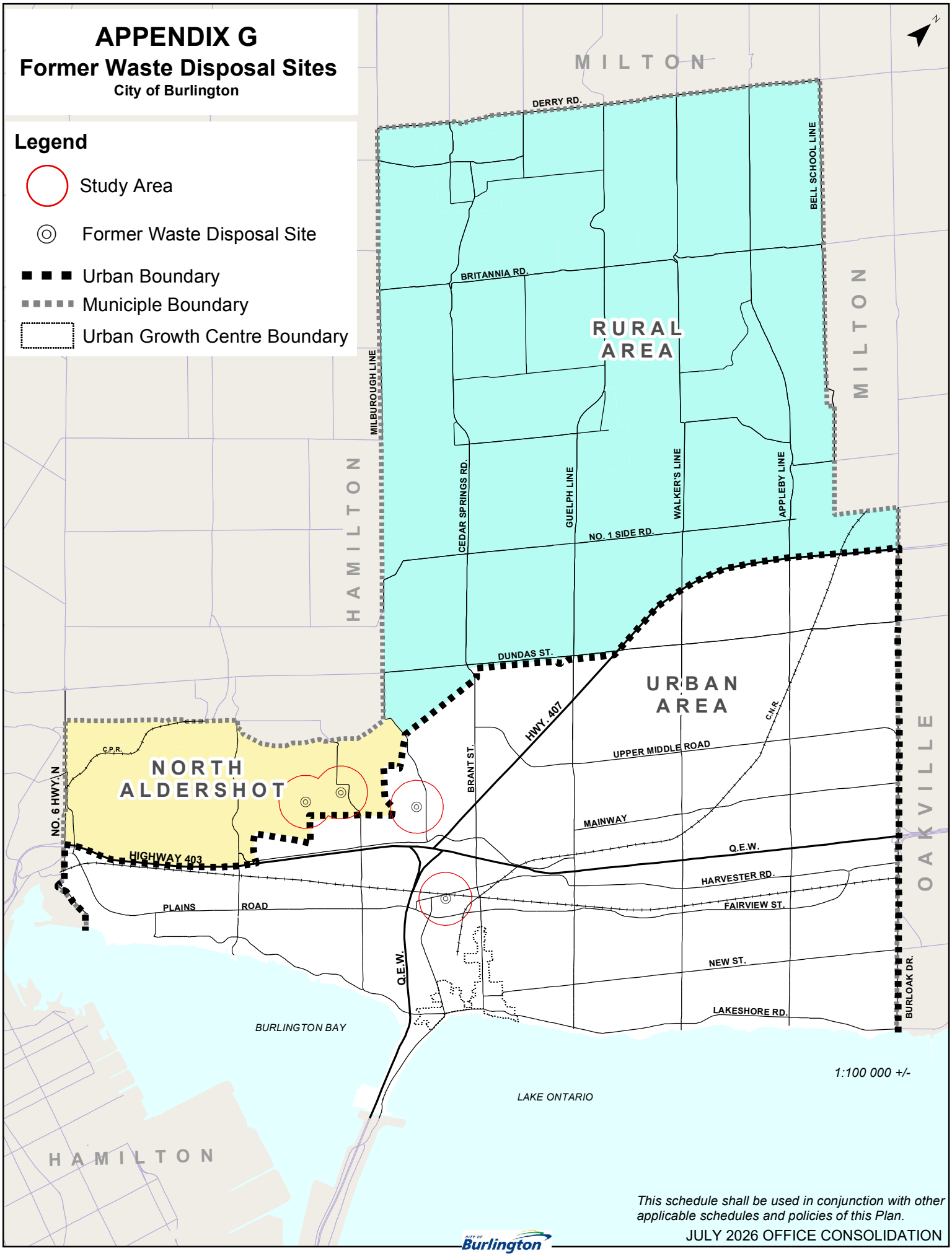
D-6-4 MCCR Bulletin No. 91003

2009-04 Environmental Warnings and Restrictions

Legend

ENERGY= Ministry of Energy
OMAFRA = Ministry of Agriculture, Food and Rural Affairs
MMAH= Ministry of Municipal Affairs and Housing
MNDM = Ministry of Northern Development and Mines
MNRF = Ministry of Natural Resources and Forestry
MOECC = Ministry of the Environment and Climate Change
MTCS = Ministry of Tourism, Culture and Sport
MTO = Ministry of Transportation

APPENDIX G
Former Waste Disposal Sites
City of Burlington



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

JULY 2026 OFFICE CONSOLIDATION