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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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