EXPLANATORY NOTES

Amendment No. 2 to the Burlington Official Plan, 2020, ("OPA 2") was adopted by City Council on June 18, 2024 and approved, with modifications, by the Minister of Municipal Affairs and Housing on October 10, 2025.

Section 17(38) of The Planning Act (R.S.O. 1990, as amended- "The Planning Act") sets out that all parts of an approved official plan that are not the subject of an appeal come into effect on the day after the last day for filing a notice of appeal, October 31, 2025 for OPA 2. Three appeals of OPA 2 were filed and assigned case number OLT-25-000891.

On June 3, 2026, the OLT issued an Order confirming the scope of the policies and schedules of OPA 2 that are subject to appeal.

This Interim Working Consolidation of OPA 2 has been prepared based on the OLT Order and is annotated as follows:

- Highlighted text = broad appeal (i.e. not site-specific)/not in effect
- Non-highlighted text = not appealed or appeal rights limited/in effect
- Dashed bordered text = area-specific appeal/in partial effect

Highlighted content that is not in effect may be considered informative but not determinative. For those parts of OPA 2 that are not in effect, relevant sections of the in effect Official Plan of the City of Burlington will remain applicable until the appeals are resolved. Further, the City of Burlington's Zoning By-law will remain applicable until a Community Planning Permit System can be implemented in accordance with the appealed enabling policies of OPA 2.

As the OLT process advances, OPA 2 is subject to change and the Interim Working Consolidation will require periodic updates. This document must be read in conjunction with all appeals, as well as any Orders and Decisions of the OLT, and users must satisfy themselves as to the legal status and applicability of the amendment. Interested parties are encouraged to monitor the City of Burlington's website for ongoing updates: https://www.getinvolvedburlington.ca/mtsa

NOTES:

- *This interim working consolidation of OPA 2 has been prepared for the purpose of convenience. In the case of any discrepancies between this document and the*

Notice of Decision issued by the Minister, the Notice of Decision takes precedence. For accurate reference, readers should consult the legal documents as approved by the applicable authority lodged in the Clerks Department of the City of Burlington, located at 426 Brant Street, Burlington, Ontario, L7R 3Z6. These explanatory notes do not constitute part of OPA 2 or the Burlington Official Plan, 2020 under The Planning Act.

- *July 29, 2026: This document has been updated to correct a clerical error in Section 8.1.2 (10.1.1) Tertiary Plans.*

OFFICIAL PLAN AMENDMENT

AMENDMENT NO. 2 TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

Column 1 indicates the applicable section number of the Burlington Official Plan, 2020 (BOP, 2020). Column 2 indicates the new policy and how it is to be incorporated into the BOP, 2020.

LEGEND

Highlighted text = broad appeal (i.e. not site-specific)/not in effect

Non-highlighted text = not appealed/appeal rights limited/in effect

Dashed bordered text = area-specific appeal/in partial effect

Section	New Policy
2.2.3 d) iv)	The boundaries of the *Major Transit Station Areas* are depicted in Schedules F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, G: Land Use-Aldershot GO Major Transit Station Area, and H: Land Use – Appleby GO Major Transit Station Area of this Plan. These boundaries identify the area around an existing *higher order transit* station as a *Protected Major Transit Station Area* in accordance with The Planning Act. The boundaries and minimum density targets of the *Protected Major Transit Station* Area are identified through Section 8.1.2.
2.3.1 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 will occur in the three *MTSAs* located along *higher order transit* routes and with planned *frequent transit* service.
2.3.1 i)	In Burlington there are three *Protected Major Transit Station Areas* identified by the *City* and the Region around the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and

	Appleby GO Stations. In this Plan, the three *MTSAs* are identified as areas that will be subject to further detailed area-specific planning.
8.1.1(3.8) Upper Brant Precinct	Not applicable
8.1.2 Major Transit Station Areas	As shown in Attachment 4, to this document
12.1.14 Community Planning Permit Systems	[Preamble] A *Community Planning Permit System* is a land use planning tool available to municipalities in Ontario through The Planning Act. The tool can be implemented for an entire municipality or for a specific area. Once implemented, the Zoning By-law for the identified area is replaced with a Community Planning Permit By-law. A Community Planning Permit By-law combines Zoning By-law Amendments, minor variance, and site plan approval processes into a single application and approval process. The Community Planning Permit By-law *may* also identify *development* rules and requirements usually covered under separate processes, such as vegetation removal, and allow discretionary uses, conditional approvals, and variations. Doing so provides staff and Council with flexibility in approving *development applications* that meet the growth objectives of the Permit Area while streamlining the *development* approvals process. It also provides the public and developers with more certainty on the type of *development* permitted within an area under a *Community Planning Permit System*.

12.1.14(3) Community Planning Permit Systems	**Major Transit Station Area Community Planning Permit System Policies** a) The following areas are designated *Community Planning Permit Areas*, as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area: i. Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area*; ii. Aldershot GO *Major Transit Station Area*; and iii. Appleby GO *Major Transit Station Area*. The *City's* Zoning By-law and Site Plan Control By-law *shall* not apply within areas where a Community Planning Permit By-law has been enacted. b) A *Community Planning Permit System* for all three of the *Community Planning Permit Areas* listed in 12.1.14(3)a) *shall* be designed and implemented in accordance with the following goal and objectives: i. The goal of the *Community Planning Permit System* is to implement the City's vision, objectives and policies for the *Major Transit Station Areas* as expressed in Section 8.1.2 of this Plan. ii. The objectives of the *Community Planning Permit System* are: i. To implement a land use regulatory framework that supports the objectives and policies of the MTSA Area Specific Plans and the Burlington Official Plan ii. To provide greater certainty to the development community and current and future residents through establishing principles to support desired *development* that aligns with the Council-approved policy framework of the Burlington Official Plan for the *MTSAs*.

	iii. To streamline the development process to assist the development industry by combining the zoning, site plan approval and minor variance processes into one review and approval process. iv. To support the *development* of complete communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to a mix of jobs, local services, a full range of housing and public service facilities, including affordable housing where permitted, schools, recreation and open space for their residents. c) Pursuant to the provisions of The Planning Act, a Community Planning Permit By-law *shall*: i. Contain a description of the area to which the by-law applies, which must be within the boundaries of the Community Planning Permit Area identified in the Official Plan; ii. Set out and define permitted and discretionary uses; iii. Set out a list of minimum and maximum *development* standards; iv. Set out any internal review procedures for community planning permit decisions; v. Describe notification procedures for community planning permit decisions; vi. Set out criteria for determining whether a proposed use or *development* is permitted; vii. Describe the process for amending community planning permits, community planning permit agreements and pre-existing Site Plan agreements; viii. Outline any conditions of approval that *may* be imposed; ix. Set out the scope of delegated authority, including any limitations; and x. Include exemptions for any class of *development* or use of land from the complete information and

	material requirements for applications under a Community Planning Permit By-law. d) Pre-consultation with the *City* and other affected agencies, as outlined in this Plan and in the Community Planning Permit By-law, *shall* occur prior to the submission of a Community Planning Permit application. Where required, pre-submission of complex natural hazard technical studies is strongly encouraged. e) For a Community Planning Permit application to be deemed complete, the *City shall* require the provision of additional supporting information or material required to allow full consideration of the application, as outlined in this Plan and in the Community Planning Permit By-law. The scope of the information or material required for each application *shall* be determined as part of the pre-consultation process. Where applicable, a pre-submission review of technical studies dealing with complex issues including but not limited to natural hazards, land use compatibility, or natural heritage is strongly encouraged. f) If a Community Planning Permit By-law is enacted, the use and *development* of land within the *Community Planning Permit Area* must comply with the permitted uses, standards and criteria set out in the Community Planning Permit By-law as demonstrated by the issuance of a Community Planning Permit, unless the proposed use or *development* is exempted from a permit as indicated in the Community Planning Permit By-law. In the context of a Community Planning Permit By-law, *development* is defined in accordance with O.Reg 173/16 under The Planning Act and includes *site alteration*, including but not limited to: alteration of the grade of land, placing or dumping fill, or the removal of vegetation. The removal of vegetation defined as a tree *shall* not require a Community Planning Permit and is subject to the City's Public and Private Tree By-law as amended. g) The criteria for determining whether a *development*, use of land, discretionary use or variation to the Community Planning Permit By-law provisions *may* be permitted and *shall* be set out in the Community Planning Permit By-law and *shall* include demonstration of the following to the satisfaction of the *City*:

	i. The proposed *development* implements the Guiding Principles of the Community Planning Permit By-law; ii. The proposed *development* implements the complete community requirements and conforms to and maintains the general intent of the Burlington Official Plan; iii. The proposed *development* does not result in significant off-site adverse effect of negative impacts, or any potential significant off-site adverse effects or negative impacts can be mitigated to the satisfaction of the *City*; iv. The proposed *development* demonstrates consideration for provincial, applicable regional guidelines related to regional infrastructure and municipal guidelines and has regard for technical studies that have been completed; and, v. The proposed *development* is consistent with provincial policy, legislation, regulations and standards, as amended. h) The Community Planning Permit By-law establishes permitted uses and discretionary uses subject to criteria identified in the Community Planning Permit By-law and *may* also allow, as a discretionary use, any use not specifically listed as a permitted use, provided that the proposed use is same as or similar to the uses permitted under the Community Planning Permit By-law, would have no *negative impact* on adjoining properties, and would maintain the intent, objectives and policies of this Plan and the criteria set out in the Community Planning Permit By-law. i) The Community Planning Permit By-law *may* outline provisions for issuing a Community Planning Permit for the extension or enlargement of a non-conforming use, building or structure as a discretionary use, provided the proposal conforms with the intent, objectives, and policies of this Plan and the criteria set out in the Community Planning Permit By-law.

	j) Where existing Site Plan Agreements are already registered on a property, those agreements *may* be amended as long as such amendments comply with the applicable provisions of the Community Planning Permit By-law. k) The Community Planning Permit By-law *may* allow for variations to a development standard as specified in the Community Planning Permit By-law, subject to the criteria outlined in 12.1.14(3)g) of this Plan. l) Any proposal for a use which is not listed as a permitted or discretionary use subject to criteria in the Community Planning Permit By-law, or a proposed amendment to the boundary of a precinct *shall* require an amendment to the Community Planning Permit By-law and *may* also require an amendment to this Plan. An application to amend a Community Planning Permit By-law *shall* be supported by a comprehensive planning rationale, details of public engagement, and applicable supporting studies and conformity to the Burlington Official Plan. The scope of the information or material required for the amendment *shall* be determined as part of the pre-consultation process. m) Council *may* delegate to staff, a Committee, or a body appointed by Council the authority to approve or issue Community Planning Permit applications and Community Planning Permits for *development* which meet or vary from the development standards of the Community Planning Permit By-law through a Class 1 and Class 2 Community Planning Permit application as set out in the By-law. The delegated authority *shall* be limited to *development* which meet the *City's* goals, objectives, and policies for the *Major Transit Station Areas* and the *Community Planning Permit System* as provided in this Plan, and the goals, objectives, principles, variation limits and criteria, and other provisions as applicable in the Community Planning Permit By-law. n) A Community Planning Permit will not be required for the following: i. Any *development* that has a Plan approved through prior Site Plan Control and/or existing Site Plan Agreements. Such *developments may* proceed in accordance with the approved Site Plan.

	ii. Any use or *development* explicitly exempt within the Community Planning Permit By-law. iii. The placement of a portable classroom on a school site of a district school board, if the school site was in existence on January 1, 2007 subject to Section 8.1.2(7.1) of this Plan. o) Upon consideration of a complete Community Planning Permit Application, the *City may:* i. Approve the application and issue a Community Planning Permit with no conditions; ii. Approve the application and issue a Community Planning Permit with conditions attached as outlined in the Community Planning Permit By-law; iii. Approve the application subject to conditions being met before the issuance of a Community Planning Permit (Provisional Approval); iv. Approve the application subject to the conditions being met before the issuance of the Community Planning Permit (Conditions Attached to Approval and Provisional Approval) and with conditions as outlined in the Community Planning Permit By-law; or v. Refuse to approve the application. p) The Community Planning Permit By-law *shall* include policies related to the requirement of specified facilities, services or matters or in-kind contributions in exchange for a specified density or height of *development* or increases in density or height where there is a maximum height as regulated in the Community Planning Permit By-law, in accordance with The Planning Act. The Community Planning Permit By-law *shall* establish a proportional relationship between the quantity or monetary value of the facilities, services and matters that *may* be required and the height or density of *development* that *may* be allowed. Affordable housing shall not be required as a specified facility, service, or matter for these purposes; however, this does not prevent affordable housing units from being

	required to be provided in accordance with clause 4 (2) (c.1) or (3) (d.1) of Ontario Regulation 173/16 if applicable. q) The *City* will review the Community Planning Permit By-law as a whole to ensure it is responding to the needs of the community and will undertake a market analysis to support the review of the following elements of facilities, services and matters depending on market feasibility and market analysis: i. Requirements for the provision of facilities, services and matters for building heights not currently subject to such requirements in the Community Planning Permit By-law; ii. Reassessment of required complete community contribution value. r) In addition to Section 12.1.14 (3) o) of this Plan, a Community Planning Permit By-law *may* identify other specified facilities, services or matters as part of issuing a Community Planning Permit to achieve *Protected Major Transit Station Area* objectives, provided the proposal conforms with the intent, objectives, and policies of this Plan and the criteria established within the Community Planning Permit By-law. s) A Community Benefits Charge and By-law *shall* not apply in an area where a Community Planning Permit System is in effect, in accordance with The Planning Act. t) The City *may* impose the following types of conditions as part of a decision on a Community Planning Permit application described in Section 12.1.14(3) o) ii. to iv. of this Plan: i. A condition that is permitted by section 34, 40, 41 or 42 of The Planning Act. ii. A condition related to *site alteration*, including but not limited to alteration or restoration of the grade of land, and placing or dumping fill. iii. A condition related to the removal or restoration of vegetation. iv. A condition related to ongoing monitoring requirements that are considered necessary for the

	protection of public health and safety or the *natural environment*. v. A condition related to water, wastewater servicing and transportation network capacity and the phasing of *development* in accordance with subsection 8.1.2(10.2) of this Plan. vi. A condition requiring the submission of confirmation of review, approvals and/or permits from other agencies and levels of government. vii. A condition requiring the provision of specified facilities, services and matters in exchange for a specified height or density of *development* as identified in the Community Planning Permit By-law in accordance with Section 12.1.14(3)o), p) and q) of this Plan. viii. With respect to paragraph 3, 3.1 or 3.2 of subsection 34(1) of The Planning Act, a condition that is related to the matters that would otherwise be prohibited under those paragraphs. ix. A condition requiring the owner of land to enter into one or more agreements with the *City* regarding one or more conditions x. A condition related to the payment of fees and the deposit of financial securities. u) A condition requiring the completion of technical studies to demonstrate the application is consistent with provincial natural hazards policies and that proposed *development* activities can be permitted under the *Conservation Authorities Act* and associated regulations to the satisfaction of Conservation Halton. v) The lands at 720, 735, 740 Oval Court and 5135, 5155 Fairview Street are excluded from the Community Planning Permit policies and any Official Plan policies to be implemented through the Community Planning Permit process.
13. Definitions	**Community Planning Permit Area** – An area within a municipality that is subject to the regulations and provisions of a Community Planning Permit System By-law as adopted by Council.

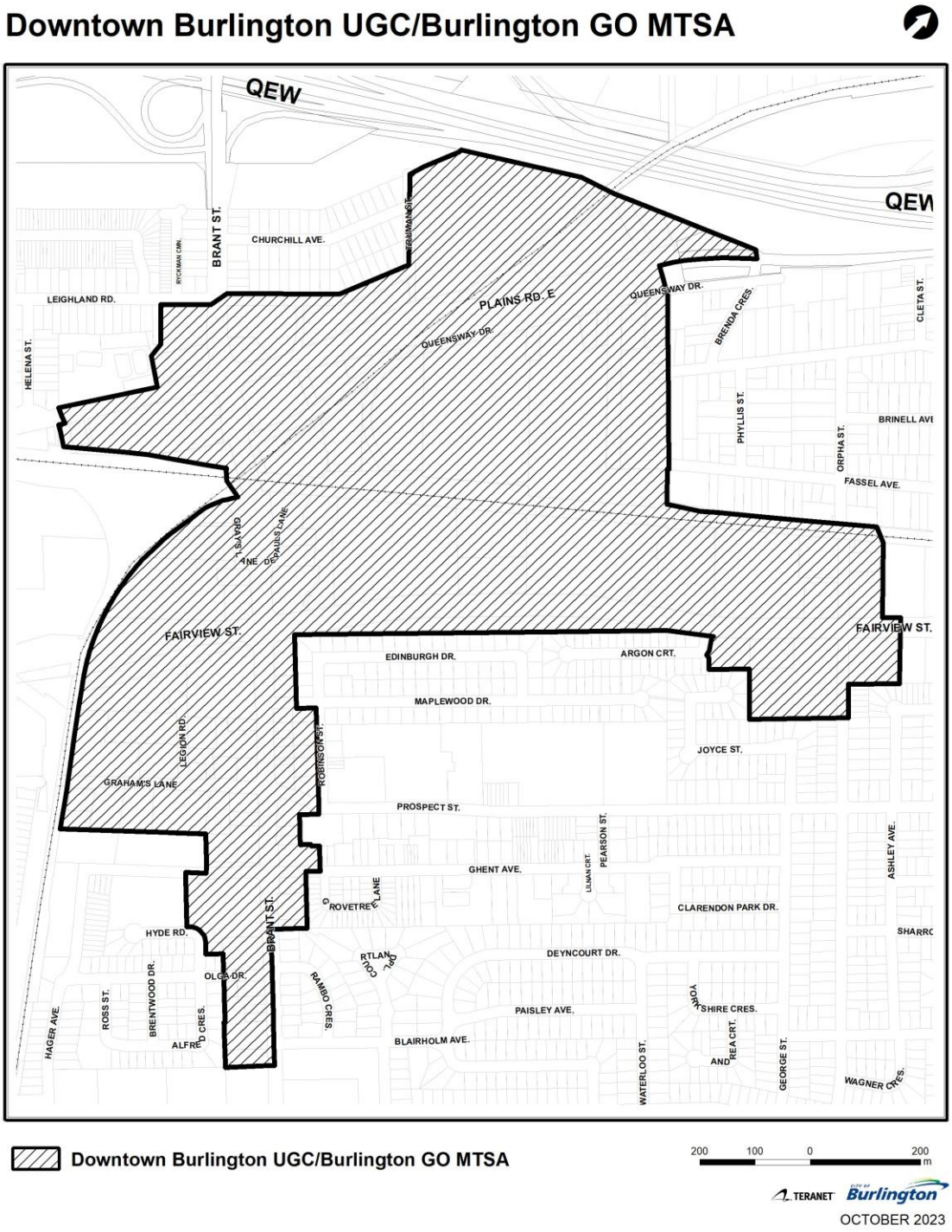
13. Definitions	**Community Planning Permit System** – a land use planning tool under The Planning Act that combines the Zoning By-law, Site Plan Control and Minor Variance approvals into a single permit application and approval process. The *Community Planning Permit System* establishes regulations, permitted uses, standards, and criteria for variations for *development* within a *Community Planning Permit Area*.
13. Definitions	**Development** – Within areas designated Community Planning Permit System, *development* means: o a change of use of land, o the construction, erection or placing of one or more buildings or structures on land, o the making of an addition or alteration to a building or structure that has the effect of substantially increasing its size or usability, o the laying out and establishment of: o a commercial parking lot, o sites for the location of three or more mobile homes as defined in subsection 46 (1) of the *Planning Act*, o sites for the construction, erection or location of three or more land lease community homes as defined in subsection 46 (1) of the *Planning Act*, or o sites for the location of three or more trailers as defined in subsection 164 (4) of the *Municipal Act*, 2001, o *site alteration*, including but not limited to: o alteration of the grade of land, and o placing or dumping fill, or o the removal of vegetation. In all other cases, Development means- 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.
13. Definitions	~~**Special Needs Housing**~~ – **Additional 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 home*s, 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.
13. Definitions	**Development Application** – Formal request to the City of Burlington 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, community planning permit application, Niagara Escarpment development permit application, or Parkway Belt regulation application.
13. Definitions	**Linear Park and Greenway** – A type of park that functions as an *active transportation* corridor and connection between open spaces, community facilities and/or neighbourhoods to support the objective of seamless connectivity through the *public realm*. Such parks *may* be manicured (Linear Park) or more natural looking (Greenway) and *may* include recreation or amenity opportunities.
13. Definitions	**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. The *City*'s *MTSAs* are identified as *Protected Major Transit Station Areas* in accordance with <u>The Planning Act</u> and the Regional Official Plan.

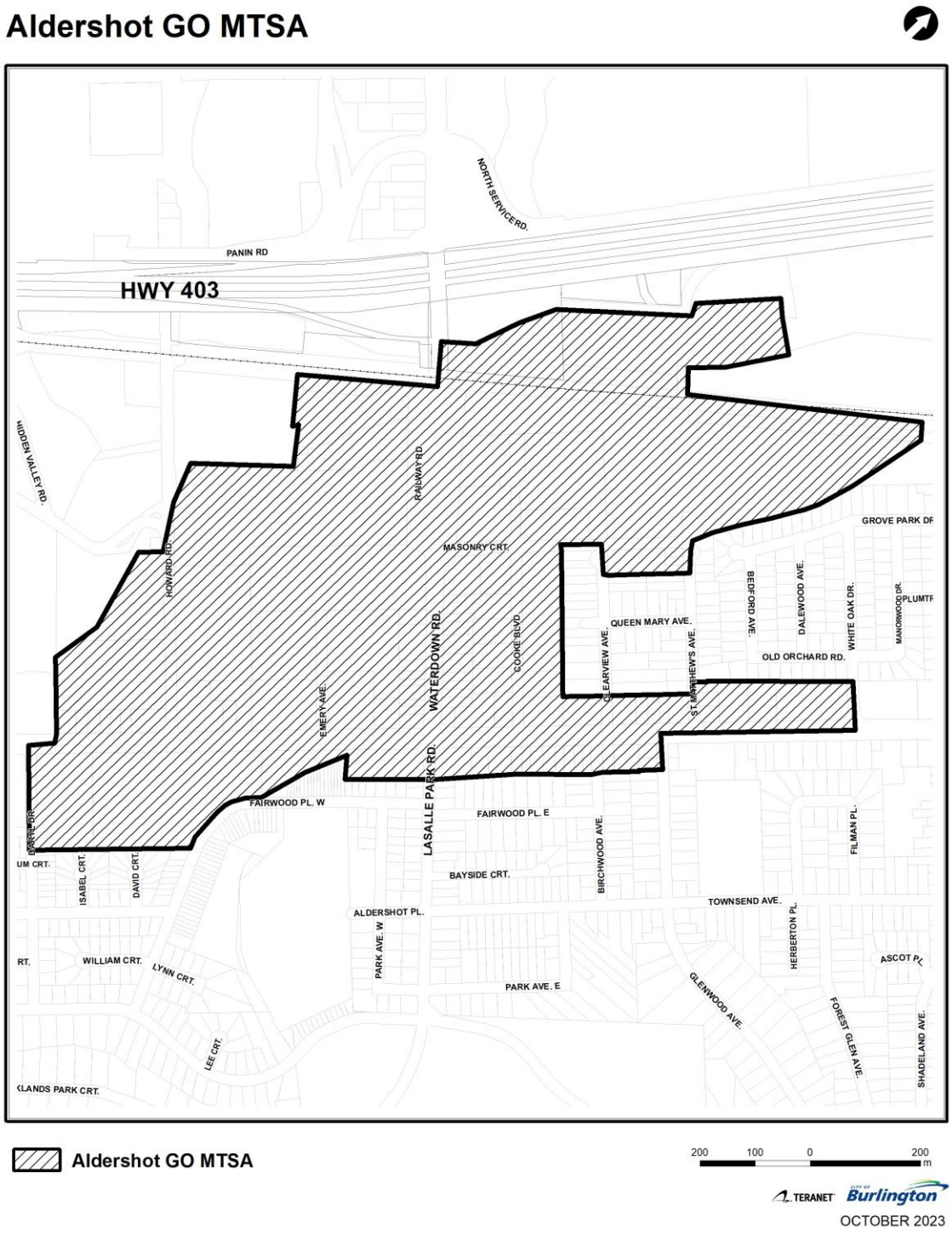
13. Definitions	**Place of Assembly** – Means a building or part of a building used to accommodate the gathering of people for events such as trade shows, banquets, conferences, conventions, meetings, seminars, workshops or other similar events and *may* include accessory food preparation.
13. Definitions	**Protected Major Transit Station Area (PMTSA)** – a Major Transit Station Area delineated and assigned a minimum density target in accordance with Section 16(16) of the Planning Act.
14. Schedules and Tables	**Schedule F**: Land Use – Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule F-1**: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule F-2**: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule F-3**: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule G**: Land Use- Aldershot GO Major Transit Station Area, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule G-1**: Aldershot GO Major Transit Station Area Transportation Network as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule G-2**: Aldershot GO Major Transit Station Area Activated Streets, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule G-3**: Aldershot GO Major Transit Station Area Tertiary Planning Areas, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule H**: Land Use- Appleby GO Major Transit Station Area, as shown in Attachment 5 to this document

14. Schedules and Tables	**Schedule H-1**: Appleby GO Major Transit Station Area Transportation Network, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule H-2**: Appleby GO Major Transit Station Area Activated Streets, as shown in Attachment 5 to this document
14. Schedules and Tables	**Schedule H-3:** Appleby GO Major Transit Station Area Tertiary Planning Areas, as shown in Attachment 5 to this document
14. Schedules and Tables	**Table 3** – Classification of Major Transit Station Area Facilities, as shown in Attachment 6 to this document
14. Schedules and Tables	**Table 4** – Major Transit Station Area Public Right-of-Way Widths, as shown in Attachment 6 to this document
15. Appendices	**Figure 1** – Conservation Halton Approximate Regulation Limit Mapping Downtown Burlington UGC/Burlington GO MTSA, as shown in Attachment 7 to this document
15. Appendices	**Figure 2** – Conservation Halton Approximate Regulation Limit Mapping Aldershot GO MTSA, as shown in Attachment 7 to this document
15. Appendices	**Figure 3** – Conservation Halton Approximate Regulation Limit Mapping Appleby GO MTSA, as shown in Attachment 7 to this document

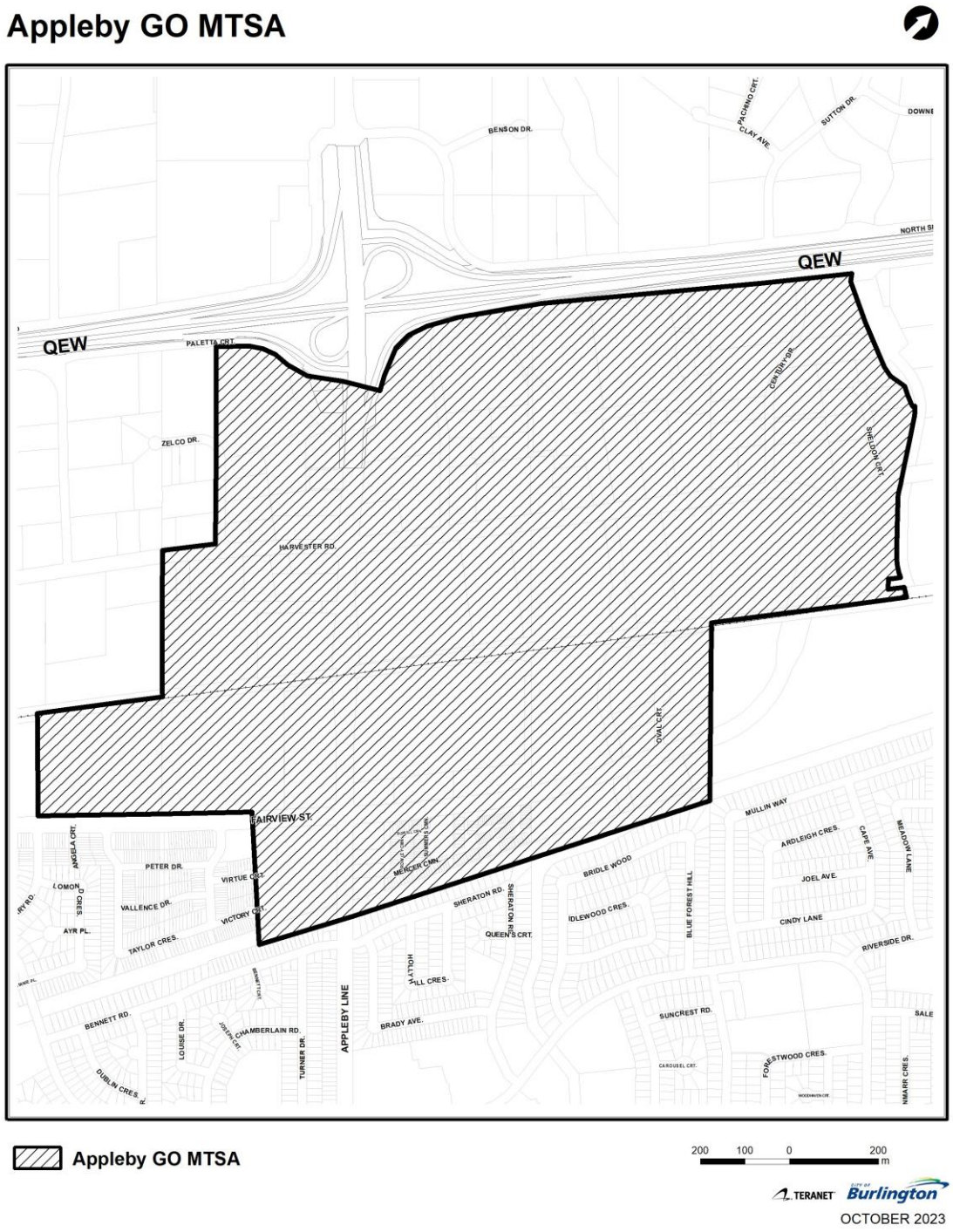
Attachment 1 - Subject Lands



Attachment 2 - Subject Lands



Attachment 3 - Subject Lands



Attachment 4 – 8.1.2 Major Transit Station Area Policies

8.1.2 Major Transit Station Areas

*Major Transit Station Area*s (*MTSAs*) are important components of the *City*'s Urban Structure, Growth Framework and transportation network and serve as city-wide destinations and focal points for the provision of transit. These areas are intended to accommodate growth through *intensification* in a variety of land uses and densities that support and facilitate a modal shift to transit and *active transportation* and deliver *complete communities.* The co-location of land use, green cover, and *multi-modal* transit in the MTSAs will support the *City*'s objective of reducing greenhouse gas (GHG) emissions and supporting climate change adaptation objectives and long-term climate resilience.

The *City* has three *Major Transit Station Area*s: Burlington GO, which is also the *City*'s Urban Growth Centre; Aldershot GO; and Appleby GO. The *MTSAs* have been identified and delineated as *Protected MTSAs* in accordance with the provisions of The Planning Act. These areas are identified as *Protected MTSAs* to implement a policy framework that protects elements such as the authorized use of the land and densities from appeal to the Ontario Land Tribunal. All references to *Major Transit Station Areas* in Section 8.1.2 of this Official Plan are *Protected Major Transit Station Areas*. The interchangeable use of these two terms in the Plan will be addressed through the future realignment exercise of the Burlington Official Plan, 2020.

This section establishes a vision for the *MTSAs* to evolve into three distinct and *complete communities* that will accommodate a significant share of the *City*'s population and *employment* growth to 2051 and beyond. Over the long term, these areas will contribute to accommodating population and employment growth in the *City*, and facilitate strategic economic development in accordance with the Chapter 5 of this Plan. The vision is supported by a series of policies organized into two components. The first set of policies and schedules establish the boundaries, minimum density targets and authorized uses of land for each *Major Transit Station Area.* The second set of policies and schedules, set out land use policies that are applicable to all *MTSAs* and are to be read in conjunction with other applicable policies of this Plan. All schedules are to be read together and in conjunction with all policies of this Plan.

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

8.1.2(1) General Objectives

a) To encourage the redevelopment of the *Protected Major Transit Station Areas* into *complete communities* that are mixed-use to provide a range of retail and *service commercial* uses that serve the needs of residents, intense, *transit-supportive*, safe, and respectful of surrounding areas including natural heritage system, parks and open space, and existing neighbourhoods.

b) To provide sufficient direction to ensure that *development* is consistent with the vision and intent of each *Protected Major Transit Station Area* and the function of the unique precincts that comprise them.

c) To encourage the highest *intensity* of *development* in the MTSAs where it is in closest proximity to major transit stations and current or planned *frequent transit*.

d) To ensure that the *Protected Major Transit Station Areas* provide *multi-modal* transportation opportunities while also providing seamless connections between different *modes* of transportation.

e) To ensure that there is an appropriate transition in *scale*, intensity, height, *massing* and spacing of *development* by including appropriate transitions between various land uses and built forms.

f) To achieve design excellence in the *Major Transit Station Areas* that will *encourage* long-term investment and the creation of high quality and sustainable built forms in the *public realm* contributing to achieving these communities with a unique sense of place.

g) To ensure *development* contributes to a lively, high-quality, comfortable *public realm* featuring a connected network of publicly accessible spaces such as public squares, parks and open spaces and *public service facilities*.

h) To support the retention and expansion of existing *employment* functions and *encourage* new *employment* functions and *employment* uses, including *office* and major *office* located outside employment precincts, which are compatible with other uses and serve to make each MTSA an *employment* destination within the *City*.

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

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

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

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

a) The area surrounding and including the Burlington GO Station as shown on Schedule F: Land Use – Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area is a *Protected Major Transit Station Area* in accordance with The Planning Act.

b) *Development* within the Downtown Burlington Urban Growth Centre/*Major Transit Station Area* boundary *shall* be planned to achieve a minimum density of 200 residents and jobs per hectare combined and will contribute towards achieving the minimum density target of the Urban Growth Centre/*Major Transit Station Area*.

c) The minimum density target of 200 residents and jobs per hectare combined *shall* apply to the Downtown Burlington Urban Growth Centre/*Major Transit Station Area*.

d) Based on the minimum density of 200 residents and jobs per hectare combined, the corresponding population is approximately 15,985 residents and 8,449 jobs, for an estimated minimum of 24,434 residents and jobs combined.

e) A general proportional target of approximately 65% residents and 35% jobs is planned to be achieved across the entire *Major Transit Station Area* to 2051 and beyond and *shall* be monitored and adjusted in accordance with Section 8.1.2(10.2) and Section 12.3 of this Plan to track the achievement of the growth target.

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

8.1.2 (2.2) Downtown Burlington Urban Growth Centre/Major Transit Station Area Authorized Uses of Land

Policies with dashed border are appealed on a site-specific basis only

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

Burlington GO Urban Growth Centre/MTSA Precinct Visions	
Precinct	**The precinct will…**
Burlington GO Central	• Be the preeminent destination for *major office*, regional *public service facilities* as well as commercial, recreation, cultural and *entertainment uses*. • Accommodate high density *employment* centres, and urban format retail, encourage *affordable housing* where permitted and focus *tall buildings* close to the GO station. • Be designed and developed to support the area as a landing and leaving place for all transit trips. • Be developed with built-form transitions which ensure increased density is met with *streetscape* design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. • Have the tallest buildings located along the rail corridor, where shadows will have the least impact. • Where *tall buildings* are located at the interface of parks and natural heritage systems, the *tall buildings* in this precinct will provide sufficient setback with reduced height to provide a transition and minimize shadow and wind impacts. • Include new transportation connections that will be further refined through tertiary planning, transportation studies and environmental assessments.
Queensway Commons	• Serve as a unique retail and *service commercial* destination with a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and *multi-modal* movement.

Policies with dashed border are appealed on a site-specific basis only

	• Be developed with public features such as flexible streets, community hubs and park features that offer unique opportunities for programming and community gatherings. • Be developed with mixed-use buildings throughout the precinct that contribute towards convenient co-location and the creation of lively, vibrant, and people-oriented places. • Be developed with predominately *mid-rise* built forms. • Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along new *complete streets*.
Fairview Frequent Transit Corridor	• Be a vibrant, lively, and people-oriented place, serviced by frequent and diverse *modes* of travel. • Accommodate a significant concentration of residential, retail, *employment* and *service commercial* uses, with a main-street pedestrian experience along the *frequent transit corridor* of Fairview Street. • Have building setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.
General Employment	• Continue to be an Area of employment as defined by the Province. • Accommodate jobs related to manufacturing, warehousing and goods movement uses, uses related to research and development in connection with manufacturing, and associated retail and *office* uses and ancillary facilities, in a manner that is compatible with surrounding *sensitive land uses*.
Drury Node	• Function as the eastern entryway into Burlington Urban Growth Centre/MTSA. • Be developed as a mixed-use precinct focused around a new mid-block connection. • Accommodate a wide range of housing options with a variety of built form and services to provide for the day-to-day and weekly needs of residents within the precinct and the surrounding neighbourhoods.
Legion Commons	• Become a *complete community* and serve as a community hub. • Include a new community hub that will provide for the introduction of new *public service facilities* such as community centres and will support the creation of a diverse range and mix of housing options, including the retention of existing rental housing.

Policies with dashed border are appealed on a site-specific basis only

	• Be planned to provide opportunities for *ground-oriented dwellings* as well as some ground and second floor retail and *service commercial* uses in mixed use buildings. • Retain an employment function through the new uses, including *public service facilities*, retail and *service commercial uses* that will serve this area. • Be subject to tertiary planning to ensure the delivery of *public service facilities* and community amenities.
Leighland Node	• Be planned to allow for *intensification* at the major intersection of Brant Street and Plains Road East. • Function as the gateway and key intersection of Brant Street and Plains Road East and provide opportunities for *public service facilities* as well as retail and *service commercial* uses within landmark buildings. • Serve as a key retail and *service commercial* area, sensitively connecting adjacent residential neighbourhoods to the Burlington GO Central Precinct.
Upper Brant	• Be planned to accommodate *developments* with a variety of building heights proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue, with the tallest *developments* located along and north of Ghent Avenue. • Function as the connection between the Downtown Burlington Urban Centre and the Downtown Burlington Urban Growth Centre/Burlington GO *MTSA*. • Consist of *development* that generally achieves 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. • Maintain a low-rise feel for pedestrians along Brant Street through building setbacks above the third storey abutting Brant Street. • To balance the objectives of providing increased density within walking distance to the Burlington GO Station, providing for a transition to adjacent established low- rise residential areas and to provide for a setback along Brant Street above the third storey, flexibility *may* be considered in the depth of the setback from Brant Street above the third storey.
Mid-Rise Residential	• Support the general housing and height transition objectives of the *City*'s *Major Transit Station Area*s.

Policies with dashed border are appealed on a site-specific basis only

	• Include a variety of *low-rise* and *mid-rise building* forms, with the tallest buildings framing main streets such as Plains Road East, Queensway Drive, Brant Street, Fairview Street, and along the rail corridor. • Incorporate gradual transitions from the *mid-rise buildings* along Fairview Street, Drury Lane, Plains Road East and Leighland Road to the adjacent *low-rise* neighbourhoods, offering flexibility for new housing *development* to support the growing population of the area.
Low to Mid-Rise Residential	• Serve as a transition between existing *low-rise* residential neighbourhoods and the *intensification areas* within the *MTSA*. • Recognize that while the existing *low-rise buildings* in the precinct are not anticipated to redevelop in the long term, there are opportunities to accommodate new lower *mid-rise* residential and residential/mixed use.

b) The following uses *may* be permitted on land within the precincts identified on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area*, other than the General Employment precinct, in accordance with the policies of this Plan and *shall* be regulated in accordance with the Community Planning Permit By-law:

i. residential uses excluding single detached dwellings, and semi-detached dwellings;

ii. *office* uses;

iii. retail and *service commercial* uses;

iv. *entertainment* uses;

v. *recreation* uses;

vi. *employment* uses

vii. hotel uses;

viii. *place of assembly*; and,

ix. major trip generating facility.

c) The following uses *may* be permitted on lands within the General Employment precinct as identified on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area,* in accordance with the policies of this Plan and *shall* be regulated in accordance with the Community Planning Permit By-law:

i. manufacturing uses;

ii. research and development in connection to manufacturing anything;
iii. warehousing and goods movement;
iv. retail and *office* uses associated with a use listed in i. to iii. above;
v. facilities that are ancillary to the uses set out in i. to iii. above;
vi. *institutional* and other uses not listed in i. to v. above, including retail and *office* uses, provided they were lawfully established on or before October 20, 2024; and,
vii. *ancillary employment uses* that are not *institutional* uses or commercial uses, including retail and *office* uses not referred to in iv. above.

d) Lands within the General Employment precinct *shall* be considered an "area of employment" as defined in subsection 1(1) of the Planning Act and "employment area" as defined in the Provincial Planning Statement. New uses not listed in 8.1.2(2.2) c) i. to iv. of this Plan on lands within a General Employment precinct on a site-specific basis *shall* be prohibited.

e) *Public Service Facilities* and *institutional uses shall* be permitted in all precincts identified on Schedule F: Land Use - Downtown Burlington Urban Growth Centre/Burlington GO MTSA, of this Plan; with the exception of the General Employment precinct, not including *ancillary employment uses* that are not *institutional* uses or commercial uses, including retail and *office* uses not referred to in 8.1.2 (2.2) c) iv. above; and the Natural Heritage System precinct and in lands within *hazardous lands* and *hazardous sites* as approximately shown on Appendix E of this Plan, and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.

f) Additional *needs housing* is *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule F: Land Use - Downtown Burlington Urban Growth Centre/Burlington GO MTSA and where public transit, retail and *public service facilities* are readily accessible, with the exception of *hazardous lands* and *hazardous sites* as approximately shown on Appendix E of this Plan, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

g) The enlargement or extension of a legal non-conforming use *shall* be permitted provided that the expansion or enlargement is used in the same manner and for the same purpose as it was used on the day OPA 2 was passed or is more compatible with the uses permitted.

8.1.2 (3) Aldershot GO Major Transit Station Area

The Aldershot GO *Major Transit Station Area,* also known as Aldershot Corners, is envisioned to continue to evolve as an urban neighbourhood with a distinct sense of place and neighbourhood identity that is connected with the surrounding community.

Aldershot Corners is supported by five distinct precincts providing a mix of residential, commercial and *employment* uses, bordered by Hidden Valley Park to the west.

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

8.1.2 (3.1) Aldershot GO Major Transit Station Area (Aldershot Corners)

a) The area surrounding and including the Aldershot GO Station as shown on Schedule G: Land Use- Aldershot GO Major Transit Station Area, of this Plan, is a Protected *Major Transit Station Area* in accordance with The Planning Act.

b) *Development* within the Aldershot GO *Major Transit Station Area* boundary *shall* be planned to achieve a minimum density of 150 residents and jobs combined per hectare and will contribute towards achieving the minimum density target of the *Protected Major Transit Station Area*.

c) The minimum density target of 150 residents and jobs combined per hectare *shall* apply to the Aldershot GO *Major Transit Station Area*.

d) Based on the minimum density of 150 residents and jobs combined per hectare, the corresponding population is approximately 15,249 residents and 2,565 jobs, for an estimated 17,814 residents and jobs combined.

e) A general proportional target of approximately 80% residents and 20% jobs is planned to be achieved across the entire *Major Transit Station Area* to 2051 and beyond and *shall* be monitored in accordance with Section 8.1.2(10.2) and Section 12.3 of this Plan to track the achievement of the growth target.

f) The entire Aldershot GO MTSA is planned to achieve a minimum *floor area ratio* of 1.5 to be implemented and regulated through the Community Planning Permit By-law by way of permitted building heights.

8.1.2 (3.2) Aldershot GO Major Transit Station Area Authorized Uses of Land

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

Aldershot GO MTSA Precinct Visions	
Precinct	**The precinct will…**
Aldershot GO Central	• Be the focus area for the Aldershot GO *MTSA*'s highest densities. • Be the preeminent destination for *major office*, retail and *service commercial* uses within Aldershot Corners, encourage *affordable housing* where permitted and focus *tall buildings* close to the GO station. • Ensure that, through built-form transitions, increased density is also met with *streetscape* design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. • Be planned with the tallest buildings in the precinct located along the rail corridor, where shadows will have the least impact, and with the height peak of the precinct located where Waterdown Road intersects the rail line.
Aldershot Main Street	• Be characterized as a mid-rise precinct that advances the historic, neighbourhood driven-Plains Road Village Vision and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the *frequent transit corridors* of Waterdown Road and Plains Road (East and West).
Cooke Commons	• Be planned to accommodate a mix of uses, with *tall* and *mid-rise* mixed use buildings being the predominant built form and use. • Function as a transitional area between the tower-concentrated Aldershot GO Central Precinct and the Mid-Rise Residential and Aldershot Main Street precincts. • Consist of *development* which support the growth of a unique retail and dining destination, with a comfortable and vibrant pedestrian environment fronting onto a re-imagined Cooke Boulevard, including a potential flex street with active uses at the street level and increased emphasis on pedestrian and *multi-modal* movement.
Emery Commons	• Function as a transitional area between the tower-concentrated Aldershot GO Central Precinct and the Mid-Rise Residential and Aldershot Main Street precincts. • Accommodate a concentration of residential, retail, *employment* and *service commercial* uses in buildings with varying heights that contribute towards the creation of lively, vibrant and people-oriented places.

	• Become a new community hub for Aldershot Corners, with a concentration of community services, amenities and facilities. • Contain opportunities to consider strategic locations and investments for future City *public service facilities* in accordance with the policies of Section 3.2 of this Plan.
Mid Rise Residential	• Include a variety of *low-rise* and *mid-rise building* forms at the eastern and western edges of the Aldershot GO *Major Transit Station Area*. • Support the *Major Transit Station Area* objectives of providing housing as well as retail, *service commercial*, and *employment* opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the *Major Transit Station Area* boundary. • Contain opportunities for intervening land uses within the Mid-Rise residential precinct on the east side of Waterdown Road to support achieving land use compatibility objectives and policies in relation to the existing CN Rail *major facility* in accordance with the Provincial Planning Statement and applicable provincial guidelines, standards and procedures.

b) The following uses *may* be permitted on land within the precincts identified on Schedule G: Land Use- Aldershot GO Major Transit Station Area in accordance with the policies of this Plan and *shall* be regulated in accordance with the Community Planning Permit By-law:

   i. residential uses excluding single detached dwellings, and semi-detached dwellings;

   ii. *office* uses;

   iii. retail and *service commercial* uses;

   iv. *entertainment* uses;

   v. *recreation* uses;

   vi. *hotel* uses; and

   vii. light assembly and manufacturing uses, *compatible* with abutting *sensitive land uses*.

c) *Public Service Facilities* and *institutional uses shall* be permitted in all precincts identified on Schedule G: Land Use - Aldershot GO Major Transit Station Area;

with the exception of the Natural Heritage System precinct and in lands within *hazardous lands* and *hazardous sites* as approximately shown on Appendix E and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.

d) *Additional needs housing* is *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule G: Land Use - Aldershot GO Major Transit Station Area and where public transit, retail and *public service facilities* are readily accessible, with the exception of *hazardous lands* and *hazardous sites* as approximately shown on Appendix E of this Plan, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

e) The enlargement or extension of a legal non-conforming use *shall* be permitted provided that the expansion or enlargement is used in the same manner and for the same purpose as it was used on the day OPA 2 was passed or is more compatible with the uses permitted.

8.1.2 (4) Appleby GO Major Transit Station Area

The Appleby Gateway *MTSA* area is divided by the rail corridor into two sub-areas: Appleby GO North and Appleby GO South. Appleby Gateway *MTSA* North consists of largely existing *employment* uses, including a number of existing major facilities, and will continue to accommodate a manufacturing, warehousing and goods movement uses, uses related to research and development in connection with manufacturing, and associated retail and *office* uses and ancillary facilities. Appleby Gateway *MTSA* South will evolve as an urban village with a balanced mix of *employment*, residential and commercial opportunities, bordered by Sherwood Forest Park. The two areas will be connected by a new transit plaza, as well as enhanced *transportation facilities* crossing the rail line. Transitions from North to South will focus on land use compatibility and will include mitigation measures to protect both existing *employment* uses and new and existing *sensitive land uses*.

A network of new and enhanced *complete street*s and *active transportation facilities* will create additional options for riders travelling to and from the GO Station during peak periods, helping to manage congestion. The transportation network will provide access to recreation opportunities in nearby parks and open spaces, while also improving connectivity throughout Appleby Gateway, to the adjacent neighbourhood, other *MTSA*s and the Urban Growth Centre, and beyond.

8.1.2 (4.1) Appleby GO Major Transit Station Area (Appleby Gateway)

a) The area surrounding and including the Appleby GO Station as shown on Schedule H: Land Use - Appleby GO Major Transit Station Area is a Protected *Major Transit Station Area* in accordance with The Planning Act.

b) *Development* within the Appleby GO *Major Transit Station Area* boundary *shall* be planned to achieve a minimum density of 120 residents and jobs per hectare combined will contribute towards achieving the minimum density target of the Protected *Major Transit Station Area*.

c) The minimum density target of 120 residents and jobs per hectare combined *shall* apply to the Appleby GO *Major Transit Station Area*.

d) Based on the minimum density of 120 residents and jobs per hectare combined, the corresponding population is approximately 5,458 residents and 19,579 jobs, for an estimated 25,037 residents and jobs combined.

e) A general proportional target of approximately 20% residents and 80% jobs is planned to be achieved across the entire *Major Transit Station Area* to 2051 and beyond and *shall* be monitored in accordance with Section 8.1.2(10.2) and Section 12.3 of this Plan to track the achievement of the growth target.

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

8.1.2 (4.2) Appleby GO MTSA Authorized Uses of Land

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

Appleby GO MTSA Precinct Visions	
Precinct	**The precinct will…**
General Employment	• Continue to provide locations for a broad range of existing, new and/or relocating manufacturing, warehousing and goods movement uses, uses related to research and development in connection with manufacturing, and associated retail and *office* uses and ancillary facilities, in a low-rise built form while ensuring *compatibility* with adjacent *sensitive land uses*. • Continue to be protected as an area of employment as defined by the Province.

MTSA Corridor Employment	• Continue to be protected as an area of employment, as defined by the Province. • Allow for the continuation of existing uses including a substantial number of existing *office* uses. • Accommodate jobs related to manufacturing, warehousing and goods movement uses, uses related to research and development in connection to manufacturing, and associated retail and *office* uses and ancillary facilities that would benefit from access and high visibility along major transportation routes, subject to the policies of 8.1.2(6) of this Plan.
Appleby GO Central	• Accommodate *major office*, *public service facilities* as well as commercial, recreation, cultural and *entertainment uses*. • Accommodate a higher density mix of uses, including retail, with a focus of *tall buildings* close to the GO station and along the rail, while encouraging *affordable housing* where permitted. • Be designed and developed to support improved connectivity to the *employment* area north of the rail. • Be planned and developed in a manner that ensures the long term viability of the *employment* uses on the north side of the rail corridor and minimizes and mitigates potential *adverse effects* to new *sensitive land uses* in the precinct. • Have the tallest buildings with appropriate compatibility mitigation located along the rail corridor, where shadows will have the least impact. • Where *tall buildings* are located at the interface of parks and natural heritage system precinct, the *tall buildings* in this precinct will provide sufficient setbacks with reduced height to provide a transition and minimize shadow and wind impacts.
Fairview Frequent Transit Corridor	• Be a vibrant, lively, and people-oriented place, serviced by frequent *multi-modal* travel opportunities. • Be a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience. • Accommodate a significant concentration of residential, retail, *employment* and *service commercial* uses, with a main-street pedestrian experience along the *frequent transit corridor* of Fairview Street, and setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.

Mid-Rise Residential	• Support the general housing and height transition objectives of this Plan offering gradual transitions from the adjacent existing low rise neighbourhoods.
Low to Mid-Rise Residential	• Encompass an area that includes existing *low-rise* residential neighbourhoods within the *Major Transit Station Area*. • Recognize that the existing *low-rise buildings* in the precinct are not anticipated to redevelop in the long term.

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

i. residential uses excluding single detached dwellings, and semi-detached dwellings;

ii. *major office* and *office* uses;

iii. retail and *service commercial* uses;

iv. *hotel* uses;

v. *recreation uses* ; and

vi. *entertainment uses*.

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

i. manufacturing uses;

ii. research and development in connection to manufacturing anything;

iii. warehousing and goods movement;

iv. retail and *office* uses associated with a use listed in i. to iii. above;

v. facilities that are ancillary to the uses set out in i. to iii. above;

vi. *institutional* and other uses not listed in 1. to v. above, including retail and *office* uses, provided they were lawfully established on or before October 20, 2024; and,

vii. *ancillary employment uses* that are not *institutional* uses or commercial uses, including retail and *office* uses not referred to in iv. above.

d) Lands within the MTSA Corridor Employment and General Employment precincts *shall* be considered an “area of employment” as defined in subsection 1(1) of the Planning Act and “employment area” as defined in the Provincial Planning Statement. New uses not listed in 8.1.2(2.2) c) i. to iv. of this Plan on lands within an MTSA Corridor Employment or General Employment precinct *shall* be prohibited.

e) *Public Service Facilities* and *institutional uses shall* be permitted in all precincts identified on Schedule H: Land Use - Appleby GO Major Transit Station Area with the exception of the MTSA Corridor Employment and General Employment precincts, not including *ancillary employment uses* that are not *institutional* uses or commercial uses, including retail and *office* uses not referred to in 8.1.2 (4.2) c) iv. above; and the Natural Heritage System precinct and in lands within *hazardous lands* and *hazardous sites* as approximately shown on Appendix E and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.

f) *Additional needs housing* is *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule H: Land Use-Appleby GO Major Transit Station Area and where public transit, retail and *public service facilities* are readily accessible, with the exception of *hazardous lands* and *hazardous sites* as approximately shown on Appendix E of this Plan, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

g) The enlargement or extension of a legal non-conforming use *shall* be permitted provided that the expansion or enlargement is used in the same manner and for the same purpose as it was used on the day OPA 2 was passed or is more compatible with the uses permitted.

h) The lands at 720, 735, 740 Oval Court and 5135, 5155 Fairview Street are excluded from the Community Planning Permit policies and any Official Plan policies to be implemented through the Community Planning Permit process.

The policies within Sections 8.1.2(5) through to 8.1.2(10) and other applicable policies of this Plan provide direction for all precincts within the City’s three *Major Transit Station Areas*.

8.1.2 (5) Water, Wastewater and Transportation Infrastructure

To support *intensification* within the *Major Transit Station Areas*, the comprehensive study of planning, phasing and ultimately financing of *infrastructure* in an integrated manner must be prioritized. Planning for *infrastructure* is undertaken by the Region of

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

8.1.2 (5.1) Water and Wastewater Infrastructure

a) *Infrastructure* will be delivered in accordance with Section 6.1 of this Plan.

b) In accordance with the City's Growth Framework, the phasing of municipal *sewage and water services* capacity improvements amongst the *Major Transit Station Area*s *shall* be as follows:

i) the Downtown Burlington Urban Growth Centre/Burlington GO *MTSA*;
ii) Aldershot GO *MTSA*; and
iii) Appleby GO *MTSA*.

c) D*evelopment shall* be connected to municipal *sewage and water services* in accordance with the Region of Halton's Water and Wastewater Master Plan.

d) *Development shall* be limited to the capacity and financial capability of the Region of Halton to deliver municipal *sewage and water services* in accordance with Subsection 8.1.2(10.2) b) of this Plan.

e) In accordance with the findings of the Functional Servicing Report, further study regarding the impact of planned *MTSA intensification* and its relation to other planned *development* on the Regional scale *shall* be required. The *City* will work with the Region to scope and deliver a targeted Enhanced Functional Servicing study, assessing impacts of the *Major Transit Station Areas* on the broader Regional Water and Wastewater system. This study *may* be carried out by the *City* and/or developer, with a terms of reference approved by the *City* and Region.

f) Notwithstanding, 8.1.2 (5.1) e) *development* proceeding ahead of the completion of this study *shall* demonstrate, to the satisfaction of the Region, that the existing water and wastewater systems can accommodate the proposed growth.

g) In accordance with Section 8.1.2(10.2) of this Plan, the *City* will monitor growth in the *MTSAs* and collaborate with the Region to confirm the appropriate study, phasing and financing elements are in place to ensure the timely delivery of *infrastructure* investment to unlock growth in MTSAs.

h) The *City* will coordinate the timing of its *infrastructure* projects, including *streetscape* improvements and future road projects, with upgrades to sewage and water networks in collaboration with the Region of Halton to minimize the impacts of construction on the residents and businesses.

i) The co-location of linear *infrastructure* is *encouraged*, where appropriate.

8.1.2(5.2) Transportation Network

a) Street design *shall* comply with Table 1: Classification of Transportation Facilities and Table 3: Classification of *Major Transit Station Area* facilities, of this Plan.

b) The location of streets and off-street trail *active transportation* connections are conceptual and *shall* be provided, as identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan. Further refinements and additions to the street and *active transportation* network *may* be determined through tertiary planning in accordance with Subsection 8.1.2(10.1) of this Plan or through the consideration of a Community Planning Permit application or other approval.

c) The ultimate location and design of any new streets, whether identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, or through policy, *shall* be reviewed through a *development application,* Community Planning Permit application or an Environmental Assessment process in accordance with the design parameters of Table 1: Classification of Transportation Facilities and Table 3: Classification of Major Transit Station Area Facilities, of this Plan.

d) The public street rights-of-ways as shown on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network and in Table 4: Major Transit Station Area Public Right-of-Way Widths, of this Plan, *shall* be protected and secured through the processing of a Community Planning Permit application, unless waived by the *City* and/or Region in accordance with Subsection 6.2.7(2)f) of this Plan. Reductions to public right-of-way allowance widths for local roadways will only be considered provided the *City's* objectives to achieve complete streets standards, including all mobility, transit and design needs, have been addressed. Further, any public right-of-way identified in a detailed engineering study or Environmental

Assessment study by the *City shall* be protected and secured in the same way through the Community Planning Permit application.

e) A detailed, intersection level Transportation Impact Assessment Study *shall* be completed for *development* proposals to assess the impacts of traffic on the local and Regional road network and to identify *infrastructure* upgrades and access improvements subject to an approved Terms of Reference approved by the *City* and/or Region and in accordance with the most up to date *City* and/or Regional Guidelines and Bylaws. Should the Transportation Impact Assessment Study determine the public right-of-way for a local roadway is not needed, connections *may* be implemented through private or condo road.

f) Where a Transportation Impact Assessment Study identified in Section 8.1.2(5.2) e) determines that capacity is not available, *development shall* not be permitted until improvements to address the identified constraints have been implemented to the satisfaction of the *City* and Region including alternative *modes* of travel, *Transit Priority Measures (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.

g) A Transportation Study or Transportation Impact Assessment Study *shall* be required as part of a Tertiary Planning process where tertiary planning is required in accordance with Section 8.1.2 (10.1).

h) Minor modifications to the location, size and alignment of the conceptual streets *may* be permitted without amendment to this Plan and *Community Planning Permit System* provided that such modifications continue to meet the objective of delivering *active transportation* connections and City design standards are approved by the *City* in accordance with their applicable guidelines.

i) *Development* proposals *shall* be located on public streets or roads, unless it can be demonstrated by the proponent to the satisfaction of the *City* that a private street or road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, facilitating ease of land assembly for future *development*, reducing *negative* environmental impacts and minimizing financial impacts to the *City*.

j) Streets *shall* be planned as *complete streets* in accordance with the policies of this Plan.

k) The *City will* prepare Complete Street design guidelines as directed by the Integrated Mobility Plan, to provide guidance for the *complete streets* network, establish detailed engineering and design standards for the construction of new roads and improvements to existing roads, and to provide design opportunities for *flex streets*.

l) New streets to support *development shall* consist of short blocks and frequent crossings that will improve *active transportation* and vehicular connections.

m) Midblock connections including *active transportation* connections *should* be incorporated to support site permeability and enhance pedestrian access.

n) The *City shall* study and implement Bus Rapid Transit facilities with dedicated lanes as identified on Schedule B-2 Growth Framework and Long Term Frequent Transit Corridors of this Plan.

o) A Municipal Class Environmental Assessment *shall* be required to determine the need, feasibility and location of major grade separated crossing connections that support the goals and objectives of the City's Integrated Mobility Plan and consider rebalancing the transportation network and required people movement capacity in the following areas:

    i) a north-south Major Collector grade separated crossing connecting the north Burlington GO Central precinct to the south Burlington GO precinct to Fairview Street *shall* be required and the lands *shall* be dedicated to the in accordance with the Tertiary Plan.

    ii) a north-south Arterial grade separated crossing and enhanced *active transportation facilities* connecting Harvester Road to Fairview Street, *shall* be required. The lands *shall* be dedicated to the City in accordance with the Tertiary Plan.

p) The evaluation of other potential major network improvements in the area identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, of this Plan, as 'Area Subject to Further Study' and enhanced *active transportation facilities shall* also be required.

q) The *City* will collaborate with the appropriate agencies to secure an *active transportation* grade crossing at the north end of Century Drive across the QEW as shown on Schedule H-1: Appleby GO Major Transit Station Area Transportation Network and in Burlington GO across the QEW as identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, of this Plan.

8.1.2 (5.3) Laneways

a) Laneways *may* be considered to provide a pedestrian and mid-block connection to the interior of *development,* as well as access to the required deliveries, services and utilities for the building.

b) Laneways *should* be located in the middle or rear of *development* with access points providing adequate distance between intersections and existing driveways in accordance with a Transportation Impact Assessment.

8.1.2 (5.4) Active Transportation Network

a) *Active transportation* connections *shall* be provided both on existing and proposed streets in accordance with Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan.

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

8.1.2 (6) Land Use Compatibility

a) *Development* of *sensitive land uses* and *major facilities shall* be in accordance with Section 4.6 and Subsection 8.1.2(6), of this Plan.

b) Where avoidance is not possible, *development* containing *sensitive land uses shall* demonstrate how land use *compatibility* has been evaluated and addressed through a Land Use Compatibility Screening Assessment to confirm whether the site is within the potential influence area of a *major facility* and the need for a Land Use Compatibility Study, in accordance with Provincial guidelines, and where required, a Land Use Compatibility Study in accordance with 8.1.2(6) c). *Development* of new *sensitive land uses shall* only be permitted where the impacts to existing and planned *industrial*, manufacturing or other *major facilities* and potential new *major facilities,* as permitted through the Community Planning Permit By-law, have been minimized and mitigated to the satisfaction of the *City*.

c) Where proposed *development* contains *sensitive land uses*, a Land Use Compatibility Study *shall* be undertaken based on a Terms of Reference developed by the *City* which *may* include but is not limited to, the following:

i. Detailed site description and proposed use;

ii. Building *massing*, transitions, location and height description;

iii. Description of air emissions' and noise impact from surrounding environment on proposed *development*;

iv. Proposed measures, including at-source mitigation and the consideration of intervening land uses, to demonstrate mitigation;

v. Required engagement with existing industry landowners;

vi. In the case where land that has been converted from an exclusive *employment* designation, the study *shall* consider the plans of the existing industry to phase out and/or relocate the use;

vii. Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other *development* agreement as applicable, *shall* be determined and secured through the planning application process, and *may* include but not be limited to advising purchasers and future occupants of:

a) the proximity of *industrial* uses with associated heavy truck traffic; and,

b) the proximity of the railway and associated rail traffic and operations.

viii. Any other considerations that *may* be required or recommended in accordance with applicable Provincial policies and guidelines.

d) The City *shall* consult with operators or landowners of existing *major facilities* when preparing the Terms of Reference for a Land Use Compatibility Study.

e) Land use *compatibility* studies *shall* include engagement with existing industry landowners and the owners of lands with the potential for new *major facilities* including other vacant lands designated for employment use and quantitative analysis to demonstrate compatibility with respect to air quality contaminants, odour, dust, noise and vibration. The *development* proponent of a *sensitive land use shall* share the Land Use Compatibility Study with the existing impacted industry landowner. The Terms of Reference for Land Use Compatibility Study *shall* be prepared by qualified professionals retained by the City and a peer review of such study will be carried out by a qualified professional retained by the City at the applicant's expense.

f) To protect the operational and economic viability of existing and planned *major facilities*, the introduction of new *sensitive land uses shall* not be permitted within the Potential Influence Area of a *major facility* in accordance with Provincial guidelines until it can be demonstrated that the potential impacts to the facility

are minimized and mitigated, and that *land use compatibility* can be maintained to the satisfaction of the *City*.

g) Where a Land Use Compatibility Study recommends that source based and/or receptor based noise control measures are required, the noise control measures *shall* be undertaken at the expense of the applicant. For any source based noise control measures, the applicant *should* work cooperatively with the noise source owner and *should* enter into an agreement for implementation and perpetual maintenance of the noise control measures. Source based noise control measures will not be feasible without authorization from the noise source owner.

h) For proposed *developments* where source mitigation is required, appropriate agreements *should* be enacted to ensure monitoring of the long term maintenance of recommended and employed mitigation measures to support new *sensitive land uses*.

i) The *City shall* develop procedures for assessing environmental noise matters for new *development*, including, but not limited to, criteria for the consideration and formal confirmation of a Class 4 area, in accordance with any applicable Provincial guidelines.

8.1.2 (7) Natural Heritage System Precinct

a) The Natural Heritage System Precinct is shown on Schedule F: Land Use - Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use - Aldershot GO Major Transit Station Area, and Schedule H: Land Use - Appleby GO Major Transit Station Area, of this Plan.

b) Proposed *development shall* consider the impacts to all Key Features and components of the Natural Heritage System Precinct, as well as Key Features and components of the Natural Heritage System on adjacent lands, in accordance with the policies of this Plan.

c) Where *development* is proposed within 120 metres or adjacent to the Natural Heritage System Precinct, as shown on Schedule F: Land Use - Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use - Aldershot GO Major Transit Station Area, and Schedule H: Land Use - Appleby GO Major Transit Station Area, of this Plan, an Environmental Impact Assessment (EIA) *shall* be required in accordance with the policies of this Plan.

d) In accordance with Section 4.2.2 of this Plan, the boundaries of the Natural Heritage System Precinct *may* be refined, with additions, deletions and/or boundary adjustments and *shall* not require an Official Plan Amendment.

e) *Buffers* for identified *significant woodlands shall* be no less than 10m wide and *shall* form part of the City's Natural Heritage System precinct. Non-intensive

pedestrian trails *may* be located within these *buffers* where *negative impacts* to *woodlands* can be minimized as demonstrated through an Environmental Impact Assessment and accepted by the *City*.

8.1.2 (7.1) Natural Hazards and Flood Hazards

a) *Development* proposals *shall* consider the recommendations and findings from the latest Flood Hazard Assessments and Stormwater Management Plans and any flood hazard reduction or mitigation studies pertaining to each *Major Transit Station Area*.

b) The delineation and regulation of *hazardous lands* and *hazardous sites* is administered by Conservation Halton. Conservation Halton regulates lands in or adjacent to river or stream valleys (including *flooding* and *erosion hazards*), *wetlands*, shorelines and other *hazardous lands*. *Development* in *hazardous lands* and *hazardous sites* must be consistent with provincial natural hazard policy and permission is required from Conservation Halton to undertake *development* within these areas and associated regulated allowances, in accordance with Conservation Halton's regulatory and legislative requirements.

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

d) *Flooding hazards*, including spills, *shall* be assessed by *development* proponents utilizing the best flood hazard modeling information available to demonstrate *development* is consistent with provincial natural hazard policy and meet Conservation Halton regulatory and legislative requirements, to confirm requirements for on-site stormwater management quantity and quality controls and to ensure any required floodproofing for safe-ingress and egress is implemented in accordance with the *City's* Stormwater Management Design guidelines in addition to Conservation Halton and Provincial requirements.

e) *Adverse effects* of *development* on the downstream aquatic environment including *watercourse* erosion, *shall* be avoided or mitigated to the satisfaction of the *City* and Conservation Halton.

f) Conservation Halton's Approximate Regulated Limit mapping is illustrated on Appendix E. The map lines are approximate. Technical studies *may* be required to identify regulated *hazardous lands*, *hazardous sites*, *watercourses* and *wetlands* that are unmapped and/or refine the Approximate Regulation Limit mapping at a site-specific level. Conservation Halton must be contacted to confirm the approximate regulation limit mapping and permit requirements.

g) The *City may* update the relevant appendices of this Plan from time to time without amendment to this Plan, in accordance with the latest Flood Hazard Assessments, Stormwater Management Plans, and any flood hazard reduction/mitigation studies pertaining to each *Major Transit Station Area* and the policies of this Plan.

8.1.2 (8) Urban Design and Public Realm

8.1.2 (8.1) Public Realm

a) The design of the *public realm* and the private realm *should* be coordinated to provide attractive *streetscapes* throughout the *MTSA*s.

b) *Streetscape* improvements will be scheduled and phased appropriately with road and *infrastructure* projects, as well as timing of *development,* in accordance with Section 8.1.2 (5.1) of this Plan. Proponents of *development shall* collaborate with the *City* to align *development* with road and *infrastructure* projects, where it is deemed appropriate by the *City*.

c) Any new public streets developed in accordance with Section 8.1.2(5.2) *should* include appropriate linkages to new and existing parks or potential l*inear parks and greenways*. Where feasible and appropriate, elements which enhance the functionality of park linkages *should* be incorporated into the design of new streets (e.g., additional seating, provision of shade, street trees and accessibility requirements).

d) For lands that are not subject to a Tertiary Plan as identified in Section 8.1.2(10.1), a shared distribution of the responsibility among landowners to provide street *infrastructure*, *active transportation* connections and parks to contribute to the *public realm* is required through the comprehensive planning of contiguous lots, where applicable, based on good planning principles.

e) *Development* proponents *shall* demonstrate that the proposal will not compromise the ability of *development* on adjacent property(ies) to meet the objectives and policies of this Plan and will be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist as determined by the *City*.

8.1.2 (8.2) Activated Streets

Activated Streets located in *MTSA*s will be designed to cater to pedestrians and create a vibrant *streetscape* for leisure, shopping, dining and working. *Public realm* and built form design will establish the safety and comfort of pedestrians as the first priority. Design will focus on creating a safe, welcoming and comfortable environment for high volumes of pedestrians across all seasons. Where Activated Streets have been identified on Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO

Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan, uses such as stores, restaurants, patios, *public service facilities, institutional uses*, *offices* and residential lobbies will help to create vibrancy and activation on these important streets within the *MTSAs*.

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

a) In accordance with Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan:

i. along Major Mixed Use Streets, retail, *service commercial, institutional uses,* day care centre*, public service facilities* or *office* uses *shall* be required continuously at grade in buildings having frontage onto public streets, with the exception of the following as established through the Community Planning Permit By-law:

a. *Primary Public Entrances* are permitted at grade facing Major Mixed Use Streets in conjunction with other permitted uses;

b. *development* located within a Low to Mid-Rise Residential and Mid-Rise Residential Precincts *may* be exempt from the requirements of Major Mixed Use Streets, provided it can demonstrate to the satisfaction of the *City* that the proposal will provide and enhanced *public realm* and will not compromise the objectives of Activated Streets.

c. *development* located along a Major Mixed Use Street *may* be permitted to include indoor common residential amenity area on the first or second floor of a building, provided it is subordinate in size to any required non-residential and is not facing the Major Mixed Use Street.

ii. along General Mixed Use Streets, retail, *service commercial*, *institutional uses*, day care centre and *public service facilities* and *office* uses are encouraged at grade in buildings fronting onto public streets.

iii. Notwithstanding Section 8.1.2(8.2) a) i), and ii) of this Plan, *institutional uses* and day care facilities are permitted as stand-alone uses along activated streets.

b) In accordance with Section 8.1.2(5.2) of this Plan, where a new public street not shown on Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan, is proposed, or where a new public street is proposed within an area subject to a Tertiary Plan in accordance with Section 8.1.2(10.1) of this Plan, the *City* will determine the appropriate category of activated street. The *City* will consider objectives and vision of the precinct or precincts which the new street will cross, as well as the location of the new street in relation to other existing or proposed activated streets.

c) *Development shall* demonstrate how the amount of proposed non-residential uses at grade will support the MTSA proportional job targets and the *City's* objectives for activated streets.

d) Along Mixed Use Major Streets, the gross floor area of existing retail and *service commercial* uses *should* be considered the minimum requirement for the maintenance, restoration or replacement of retail and *service commercial uses* in any new *development*.

e) The Community Planning Permit By-law *shall* establish requirements for new *development* along activated streets to be designed in a manner that ensures flexible and functional ground floor retail and *service commercial* units that contribute to a vibrant, active and animated built environment, including, but not limited to:

   i. Minimum first floor height and floor area;

   ii. Maximum frontage at grade for units to create a character of smaller shops;

   iii. Minimum setbacks to expand the pedestrian realm; and,

   iv. Design guidance to support the character and continuity of activated streets.

8.1.2 (8.3) Built Form Transitions

a) The *City's* implementing Community Planning Permit By-law *shall* establish appropriate regulations which:

   i. ensure *compatibility* between a new *development* and existing built form in the Low to Mid-Rise Residential precinct as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit

Station Area, Established Neighbourhood Area shown on Schedule B-1: Growth Framework of this Plan, as well as existing or new parks including linear parks and greenways; and

ii. support diversity and flexibility in building form *massing* and design.

8.1.2 (8.4) Complete Communities Elements

a) *Public service facilities* and *institutional uses shall* be permitted in all precincts of the MTSAs with the exception of the Natural Heritage System precinct and Natural Hazards overlay, and *shall* be allowed if it is considered an *ancillary employment use* that is not an institutional use or commercial use, including retail and office uses not referred to in 8.1.2 (2.2) c) iv. and (4.2) c) iv. above in the General Employment and MTSA Corridor Employment precincts, subject to Subsection 8.1.2(6) of this Plan.

b) *Public service facilities and institutional uses* are *encouraged* to co-locate with other uses within a single building, site, mixed-use *development* or community hub.

c) *Public service facilities shall* be planned for and designed to meet the needs of the *City* and other public service providers in accordance with their respective master planning work to support long-term growth.

d) The prioritization of investment in *public service facilities* will be considered in accordance with Section 6.1.2 of this Plan.

e) *Public service facilities* are encouraged to be located within close proximity to *linear parks and greenways*, along public transit networks or *active transportation* connections as identified on Schedule F: Land Use - Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use - Aldershot GO Major Transit Station Area and Schedule H: Land Use - Appleby GO Major Transit Station Area and Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network of this Plan.

f) All *public service facilities shall* be designed with flexibility and adaptability to accommodate shifts in demographics, community needs and function over the long term.

g) The delivery of *public service facilities* through public/private partnerships *shall* be *encouraged* to support the *complete community* objectives of this Plan.

h) All *City public service facilities shall* be designed in a multi-purpose function to accommodate a variety of community uses and a range of different users.

i) At the time of *development,* proponents *shall* collaborate with the City to address p*ublic* s*ervice facility* needs identified through *City* studies including but not limited to, the Parks Provisioning Master Plan, the Live and Play Plan, the Park Dedication Bylaws in effect and the Fire Master Plan, as well as identified Regional, Provincial and School Board needs related to growth. The following facilities are to be provided in accordance with the Community Planning Permit By-law:

i) On-site community facilities.

ii) Off-site community facilities within 1.6 kilometers, or an appropriate distance determined by the *City* that contributes to providing elements of a complete community for the *Major Transit Station Areas*.

j) The City will establish a prioritized list of *public service facility* needs in alignment with the annual Major Transit Station Area Monitoring Report as identified in Section 8.1.2(10.2) e) of this Plan.

8.1.2 (8.5) Parks and Open Space

a) The planning, design and *development* of parks *shall* be guided by the 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) New parks *shall* be designed and planned within the areas generally shown as the “New Park” and “Potential Linear Park & Greenway” symbols on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit Station Area, of this Plan. The specific location, size and function of a park *shall* be established through a Community Planning Permit application process or through a Tertiary Plan as set out in Section 8.1.2 (10.1) of this Plan and in accordance with other City plans.

c) New parks within the *Major Transit Station Areas 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) Privately-Owned Publicly Accessible Spaces (POPS) *may* be considered as parks and *shall* be subject to all applicable parks policies of this Plan, as well as Appendix B of the Parks Provisioning Master Plan and the Park Dedication Bylaws in effect.

e) *Development* within the MTSA Corridor Employment and General Employment Precincts *may* consider providing amenity space facilities to support employees

associated with a permitted use. Such amenity space could include Privately-Owned Publicly Accessible Spaces (POPS) and *shall* not include play structures or other uses that would impact land use compatibility.

f) *Linear parks and greenways should* respond to the context in which they are proposed by providing safe connections to key destinations, transportation (including *active transportation*) corridors and the larger park network both inside and adjacent to the MTSA boundary including, but not limited to:

   a. Brant Street and Maple Trail within/near Downtown Burlington UGC/Burlington GO MTSA;

   b. Plains Road and Hidden Valley Park within/near Aldershot GO MTSA; and

   c. Sherwood Forest Park and the Centennial Multi-Use Trail near the Appleby GO MTSA.

g) *Linear parks and greenways should* be strategically located to provide mid-block pedestrian or cycling connections that are not otherwise provided by sidewalks and cycling facilities within the road allowance.

h) When considering proposals for parkland dedication as part of a *development application*, preference will be given for the conveyance of land 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.

i) In appropriate locations, the *City shall* collaborate with landowners to complete a Tertiary Plan in accordance with Section 8.1.2 (10.1) of this Plan, to ensure the proper siting of parks and the effective coordination of land dedication to support park space functionality, design and development.

8.1.2 (8.6) Housing Policies

a) All forms of *affordable housing, assisted housing*, and *additional needs housing* to support all income levels, including subsidized non-market housing units, are *encouraged* for integration within neighbourhoods.

b) The *Community Planning Permit System shall* set out that notwithstanding any other requirements, *affordable housing* and *additional needs 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 *Major Transit Station Area*s.

d) The *City shall* require the submission of a *housing impact statement* where a *development* proposal includes more than one hundred (100) *dwelling units,* in accordance with subsection 3.1.1(2)h) of this Plan or a Planning Justification Report in accordance with Section 8.1.2 (10.4) 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 8.1.2(10.4) for purpose built rental, *affordable housing, assisted housing* and *additional needs housing development* instead of a *housing impact statement*.

Policies with dashed border are appealed only in relation to Burlington UGC/MTSA

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

8.1.2 (9) Employment Uses and Employment Removals

8.1.2 (9.1) Policies

a) On lands outside of the General Employment and MTSA Corridor Employment precinct where there is a redevelopment of an *employment* use or building that results in the loss of non-residential floor space, the proponent *shall* demonstrate to the satisfaction of the *City* that the proposal is supporting the achievement of the proportional target of residents and jobs in accordance with Section 8.1.2(2.1) d), 8.1.2(3.1) d) and 8.1.2 (4.1) d) of this Plan.

Policies with dashed border are appealed only in relation to Burlington UGC/MTSA

b) Where redevelopment replaces an existing employment operation or function, through discussions with the *City*, the proponent *shall* demonstrate how the same number of jobs or amount of gross floor area dedicated to an employment function is retained on the site.

c) To ensure a balance of residential and non-residential growth, the non-residential growth floor area required on each site as identified in the Community Planning Permit By-law *should* be developed prior to or concurrent with the residential *development*.

d) *Development may* be staged to coincide with the phasing out of *major facilities* where employment conversions have occurred.

8.1.2 (10) Implementation

Policies with dashed border are appealed only in relation to Burlington UGC/MTSA

8.1.2 (10.1) Tertiary Plans

A Tertiary Plan will provide further guidance on planning and *development* within a specific Precinct. A Tertiary Plan will further articulate the policies of this Plan and will

provide specific development principles and guidelines that are not part of the broader Official Plan.

8.1.2 (10.1.1) Policies

a) A Tertiary Plan in select key areas of the *Major Transit Station Areas shall* provide a framework for the distribution of *development* to ensure the shared delivery of streets and blocks, land use, parks and open space, *public realm* and *streetscapes*, parking, site access and pedestrian connections, and *public service facilities*.

b) A Tertiary Plan *shall* be informed by the precinct visions and permitted uses of this Plan and the Community Planning Permit System By-law.

c) A Tertiary Plan and cost-sharing agreement(s) *shall* be prepared by the landowners group, 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 landowners.

Policies with dashed border are appealed only in relation to Burlington UGC/MTSA

d) The City *may* consider waiving the requirement for a Tertiary Plan if it can be demonstrated that the proposed *development* is delivering the elements identified in 8.1.2(10.1.1) f) or that those elements are achieved elsewhere, the City *may* consider waiving the requirement for a Tertiary Plan.

e) A Tertiary Plan will be included as a non-statutory appendix to this Plan prior to the approval of a *development* application. The Tertiary Plan will be authorized by *City* staff and does not require Council approval.

f) A Tertiary Plan *shall* provide for complete community elements that may include, but are not limited to the following, in accordance with the policies of this Plan and the Community Planning Permit System By-law regulations:

   i. Transportation, *active transportation*, including pedestrian, cycling and transit stops and trail connections along with an assessment of the function, ownership, cross-section, alignment and design of transportation connections, including connections across railways that have been identified throughout;

   ii. Proposed layout of streets, lanes and development blocks;

   iii. The provision of water and wastewater *infrastructure* servicing in accordance with the policies of this Plan, including the confirmation that the existing water and wastewater systems can accommodate the proposed *development*;

iv. Provision and location of stormwater management facilities and/or *green infrastructure* in accordance with the policies of this Plan;

v. An assessment of the need for, and recommended location of pedestrian connections;

vi. The distribution of height and density while having regard for transition to any adjacent Residential – Low Density or Low-Rise Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area, of this Plan;

vii. The location of new required parks and open spaces, including *linear parks and greenways,* within the precinct including the size, location and configuration of parks;

Policies with dashed border are appealed only in relation to Burlington UGC/MTSA

viii. New *public service facilities* and *institutional uses,* along with an assessment of function, configuration and ownership in accordance with the policies of this Plan;

ix. The location and configuration of retail and *service commercial* floor area;

x. The provision of *additional needs housing*, *assisted housing* and *affordable housing* in accordance with Section 3.1 of this Plan;

xi. The relationship to abutting precincts and surrounding neighborhoods outside the *MTSA* boundaries;

xii. Demonstration of land use *compatibility,* including any mitigation requirements, to the satisfaction of the *City*; and

xiii. Provision and location of flood hazard mitigation in accordance with the policies of this plan, as required.

g) The City *may* identify and deem necessary future areas that *may* require tertiary planning or equivalent to ensure *development* provides for *complete community* elements.

h) A Tertiary Plan *shall* be required for the following subareas within the *Major Transit Station Areas*:

Burlington Urban Growth Centre/Major Transit Station Area

i. The area south of Queensway Drive, east of Brant Street and north of the Rail corridor within the Burlington GO Central and Queensway Commons precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO MTSA Tertiary Planning Areas of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) of this Plan and *shall* also address the following:

a) An assessment of the need for, and recommended location of *active transportation* connections throughout the area;

b) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and as informed by the completion of a Transportation Impact Assessment;

c) The size, location and configuration of new parks and a transit plaza; and

d) A grade separated rail crossing in accordance with Section 8.1.2(5.2) o) of this Plan.

ii. The area north of Fairview Street and west of Brant Street within the Burlington GO Central precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f), of this Plan and *shall* also address the following:

a) An assessment of the need for, and recommended location of *active transportation* connections throughout the area;

b) Demonstrated preservation and integration of *cultural heritage resources* in accordance with the policies of this Plan; and

c) The size, location and configuration of a new park.

iii. The entirety of the Legion Commons precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) and *shall* also address the following:

a) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;

b) The size, location and configuration of a new park, including *linear park* connections within the precinct;

c) *Public service facilities* and *institutional uses* provided as part of mixed use *development;* and

d) stormwater management *infrastructure* to mitigate for *flood hazards* including spill flood hazards.

iv. The area north of Plains Road, east of Brant Street and south of Leighland Road within the Leighland Node and Mid-Rise Residential precinct as shown

on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f), of this Plan and *shall* also address the following:

a) The size, location and configuration of a new park;

b) Completion of a Transportation Impact Assessment including access consideration; and

c) On-site stormwater management *infrastructure* to mitigate for *flood hazards* and spills.

Aldershot GO MTSA

v. The area west of Waterdown Road, south of rail and east of Howard Road, north of Plains Road within the Aldershot GO Central, Emery Commons and Aldershot Main Street precincts and shown on Schedule G-3: Aldershot GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) and *shall* also address the following:

a) The size, location and configuration of new parks within the precinct, including a *linear park* along Masonry court extending from Grove Park to Hidden Valley Park;

b) Transportation connections throughout the precinct and alignment with other connections on the east side of Waterdown Road in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;

c) An assessment of the need for and recommended location of, pedestrian connections throughout the precinct;

d) A *public service facility,* including a fire station or community hub; and

e) Demonstration of land use *compatibility,* to the satisfaction of the City, in accordance with the Provincial Planning Statement and applicable provincial guidelines, standards and procedures, as well as Section 8.1.2(6) c) (vi).

vi. The area east of Waterdown Road, south of the rail and north of Masonry Court within the Aldershot GO Central and Mid-rise Residential precincts as shown on Schedule G-3: Aldershot GO Major Transit Station Area Tertiary Planning Area, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) and *shall* also address the following:

a) The size, location and configuration of new parks within the precinct, including a *linear park* along Masonry Court extending to Grove Park;

b) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;

c) An assessment of the need for, and recommended location of, pedestrian connections throughout the precinct; and

d) Demonstration of land use *compatibility,* including the consideration of an intervening land use such as mid-rise *office* or *light industrial,* to the satisfaction of the City.

Appleby GO MTSA

vii. The area south of the rail, east of Appleby Line, north of Fairview Street and west of the creek block within the Appleby GO central and Fairview Frequent Transit Corridor precincts as identified on Schedule H-3: Appleby GO MTSA Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) and *shall* also address the following:

a) The size, location and configuration of new public parks within the precinct, including a *linear park*;

b) A new east-west transportation connection in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;

c) An assessment of the need for, and recommended location of, pedestrian connections throughout the precinct;

d) *Public service facilities*;

e) Demonstration of land use *compatibility,* to the satisfaction of the *City;* and

f) A grade separated rail crossing in accordance with Subsection 8.1.2(5.2) o) of this Plan.

viii. The area south of the rail, west of Appleby Line, and north of Fairview Street within the Appleby GO Central and Fairview Frequent Transit Corridor precinct as shown on Schedule H-3: Appleby GO Major Transit Station Area Tertiary Planning Areas. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(10.1.1)f) and *shall* also address the following:

a) The size, location and configuration of new parks within the precinct, including a *linear park*;

b) A new east-west transportation connection in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;

c) An assessment of the need for, and recommended location of pedestrian connections throughout the precinct;

d) *Public service facilities*; and

e) Demonstration of land use *compatibility* to the satisfaction of the *City*.

i) Landowners are *encouraged* to work together to complete a Tertiary Plan however, an individual landowner *may* complete the Tertiary Plan for the entire tertiary plan area if other landowners decide not to participate.

j) Where a Tertiary Plan is required, the following *may* be requested and prepared for all properties within the Tertiary Plan area prior to the approval of a Community Planning Permit application:

Policies with border are appealed only in relation to Burlington UGC/MTSA

i. Traffic Impact Assessment or equivalent;
ii. Parking Study;
iii. Functional Servicing Report;
iv. Stormwater Management Plan;
v. Environmental Impact Assessment;
vi. *Urban Design Brief*;
vii. Cost Sharing Analysis;
viii. Market Impact Study;
ix. Shadow Study;
x. Development Phasing Plan;
xi. Cultural Heritage Impact Assessment;
xii. Natural Hazard Technical Study;
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.

k) Detailed requirements for engagement with landowners during the development of a Tertiary Plan will be established through the Community Planning Permit By-law.

8.1.2 (10.2) Phasing and Monitoring

a) *Development shall* be phased and coordinated with the provision of *infrastructure*, and transportation network and intersection improvements in accordance with Section 8.1.2(5) of this Plan.

b) The timing of *development* will be subject to the availability of required *infrastructure* including transportation, transit, municipal sewage and water, parks and *public service facilities,* in accordance with the policies of this Plan.

c) The *City shall* require *development applications* to be supported by servicing studies specific to the site and the proposed use, informed by the MTSA Area Specific Planning technical studies completed to date and/or *may* require alignment with other study requirements set out in the policies of this Plan, including but not limited to the Enhanced Functional Servicing study noted in Subsection 8.1.2(5.1) e).

d) The *City* will collaborate with the Region of Halton and other service and *utility* providers to support timely investments in *sustainable infrastructure*, *utilities* and services to support growth and *intensification* in accordance with Section 12.1.21 of this Plan.

e) In addition to the requirements of Section 12.3 of this Plan, the *City* will prepare an annual Major Transit Station Area Monitoring Report, including, but not limited to, the following:

   i. Progress toward population and employment growth targets;

   ii. *development* activity related to residential uses and the monitoring of the achievement of the *City's* housing targets, including three-bedroom units;

   iii. *development* activity related to non-residential uses and employment lands including *major facilities* for changes of use and achievement of the *City's* proportional employment targets.

   iv. an assessment of needs for complete community elements within each MTSA;

   v. enhanced monitoring of available Water and Wastewater servicing capacity in consultation with Halton Region;

   vi. the delivery of *public service facilities*, in a timely manner that aligns with growth;

   vii. the *Community Planning Permit System* performance including but not limited to the following:

i. quantity and status of permits, permit class, nature of variations and number of variations that require Council approval,

ii. achievement of facilities, services and matters, including the delivery of *affordable housing* and purpose built rental as identified in the Community Planning Permit By-law, and

iii. provision of parking and requested variations to parking standards.

8.1.2 (10.3) Supporting Strategies and Tools

a) The City will consider preparing implementation guidelines including urban design, *public realm* design strategy, Complete Street guidelines and a Strategic Action Plan for the Major Transit Station Areas.

b) The City will pursue a Community Improvement Plan (CIP) that focuses on City-wide housing and employment outcomes, applicable to the MTSAs.

8.1.2 (10.4) MTSA Community Planning Permit Complete Application Requirements

a) *Development* proponents for a Community Planning Permit *shall* be required to meet with City staff to discuss the requirements related to a community planning permit *development application* in advance of their submission.

b) The City *shall* require that adequate pre-consultation with the City occurs prior to the submission of a community planning permit *development application*, and will *encourage* pre-consultation with other affected agencies such as the Region of Halton and Conservation Halton, where appropriate.

c) In addition to the policies of 12.1 of this Plan, the following complete application requirements for *development* within the Major Transit Station Area Community Planning Permit System will be scoped on a case by case basis with consideration to scale and elements that have the potential to impact the permit application and the identification of conditions and *may* include, but *shall* not be limited to the following:

Community Planning
Community Planning Permit Application form and application fee
An affidavit or sworn declaration by the applicant that the information required under Schedule 1 of O. Reg. 173/16 of The Planning Act and provided by the applicant is accurate.
Response to staff and applicable agency comments received at the Community Planning Permit pre-consultation circulation.
Site Plan

Survey and Severance Sketch in metric units prepared by an Ontario Land Surveyor as required under Schedule 1 of O. Reg. 173/16 of The Planning Act
Planning justification report, which includes: • Consideration of the City's Housing Strategy and associated targets or a *housing impact statement*, • Consideration of the achievement of Complete Communities, including as regulated in the Community Planning Permit By-law provisions for Services, Facilities and Matters, • Consideration of the *Community Planning Permit System* By-law criteria for variations for Class 2 and 3 applications as regulated through the By-law, • Detailed discussion related to *development* Phasing in accordance with Section 8.1.2 (10.2) and applicable policies of this Plan, and, • Detailed discussion to demonstrate that the proposed *development* is consistent with provincial policy, legislation, regulations and standards.
Land Assembly Documents • including application address
Reference Plans or draft application for plan of subdivision, if requested (as it relates to the conveyance of land to the City for parks, public rights of ways, or for any other required purpose).
One or both of the following, as required by the Community Planning Permit By-law and as per Schedule 1 of O. Reg. 173/16 of The Planning Act: a) Plans that show the location of all buildings and structures to be erected, the location of all facilities and works to be provided in conjunction with the buildings and structures. b) Drawings that show plan, elevation and cross-section views for each building to be erected and are sufficient to display: • the massing and conceptual design of the proposed building, • the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access, • the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings, • matters relating to exterior design, including without limitation the character, scale, appearance and design features of the proposed building, and its sustainable design, but only to the extent that it is a matter of exterior design, if the official plan contains provisions relating to such matters, • the sustainable design elements on any adjoining highway under a municipality'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, and

• facilities designed to have regard for accessibility for persons with disabilities.
Site Details including but not limited to: • Outdoor Storage • Screening Details • Bicycle Rack Details • Fencing Details
AutoCAD File of Site Plan
3-D model of proposed buildings
Draft Common Element Condo Plan (when applicable)
Burlington Urban Design Advisory Panel (BUD) • Applicant response to the BUD comments
Urban Design Brief, including but not limited to: • Demonstrate consideration of applicable urban design guidelines and policies • Height survey of adjacent buildings • Angular plane study • Shadow analysis plan • Wind Impact Study
Sustainable Building and Development Guidelines Checklist
Phasing strategy and plans
Demonstrated compliance with the Community Planning Permit By-law or confirmation of permit class including consideration of the Community Planning Permit By-law criteria for variations for Class 2 and 3 applications as regulated.
Details of any proposed outdoor garbage storage and communal recycling containers, including any screening of the outdoor facilities
Details of all rooftop mechanical equipment. • Rooftop equipment less than 1.2m in height to be painted in a neutral colour to blend in with the building. • Rooftop equipment 1.2m in height or greater *shall* be screened from view from all sides.
8 ½ x 11 reduced site plan drawing clearly denoting the designated fire access routes for sign designation and record purposes.
Heritage Impact Study (when applicable)
Cultural Heritage Landscape Impact Assessment
Archaeological Report
In the case of applications that require the provision of facilities, services and matters as identified in the Community Planning Permit By-law, the proponent *shall* provide sufficient information to demonstrate the proportional relationship between the quantity or monetary value or in-kind contribution of the facilities, services and matters proposed.

A Land Use Compatibility Screening Assessment and, if required, a detailed Land Use Compatibility Assessment Study in accordance with the City of Burlington's Terms of Reference for Land Use Compatibility Assessments Study in accordance with Section 8.1.2(6) of this Plan
Retail and Service Commercial Needs Assessment
Financial Impact Study
Market Impact Study
Park Concept Plan
A Tertiary Plan or equivalent in accordance with Chapter 8.1.2 (10.1) of this Plan
Tenant Relocation and Assistance Plan
Environmental Impact Assessment, where *development* is proposed within or adjacent to the Natural Heritage System Precinct;
Hydro Corridor Land Use Application if applicable
In areas regulated by Conservation Halton, a Natural Hazard Technical study or clearance obtained from Conservation Halton, as required
Letter of Reliance for the Complete Application Materials, extending reliance on any studies to the City of Burlington and the Region of Halton.
Transportation Services
Transportation Impact Assessment Study with the requirements confirmed to the satisfaction of the *City* and/or Region to identify any new streets necessary to create a grid network, including an intersection level analysis to assess the impacts of traffic on the local and Regional road network and the identification of infrastructure upgrades and access improvements in accordance with Subsection 8.1.2(5.2) of this Plan;
Transportation Demand Management Plan and implementation strategy
Pavement Marking and Signage Plan
Sightline Analysis;
Traffic Calming Report;
Transportation Monitoring Plan.
Parking Justification Report
Landscape/Forestry
Response matrix for previous pre-consultation comments
Landscape Plan • Showing the location and setbacks of the proposed building and any encroachments. • Showing the location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. • Showing the location of trees / tree trunks relative to property lines
Landscape Cost Estimate for all works as proposed on the Landscape Plans
Tree Protection Plan in accordance with the City's Tree Protection and Preservation Specification SS12A (as amended)

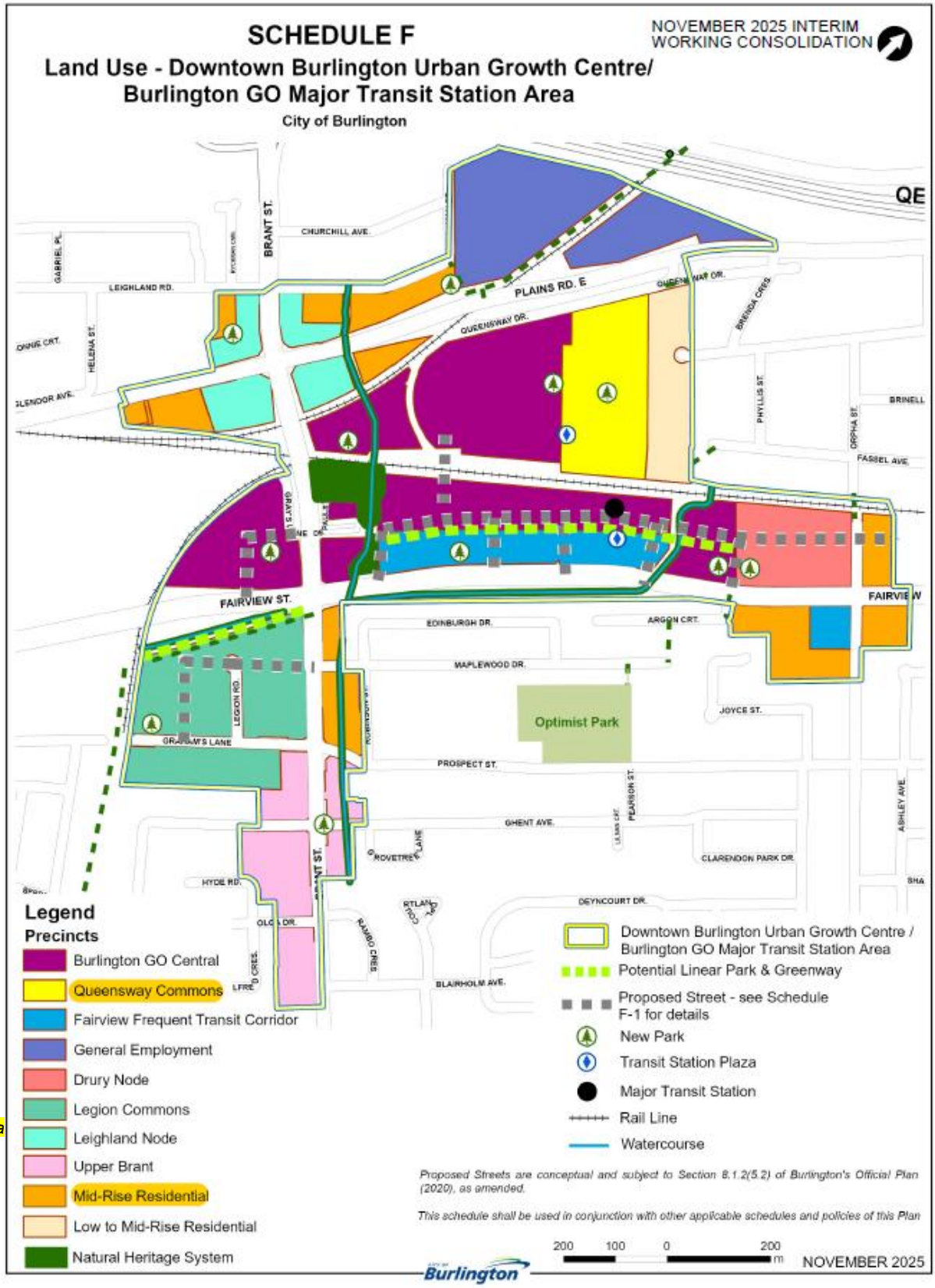
• The Tree Protection Plan must be to scale and illustrate the trees inventoried and include existing and proposed elements. This plan *shall* be coordinated with other civil drawings
Arborists Report • Including but not limited to preservation methods and justification for impacts (e.g., removals) with specific details for each individual tree
Tree Inventory • The tree inventory *shall* include all public trees of all sizes, and all private trees 10cm in diameter or greater for the subject lot and with 6m of the lot boundary, DBH, species, ownership, condition ratings, recommendations, tree protection zones, and comments
Letter of consent for removal and/or impact to trees not solely owned by applicant (e.g., boundary trees and/or neighbouring trees).
Engineering Services
Response Matrix for previous pre-consultation comments
Region of Halton Environmental Site Screening Questionnaire
Phase One Environmental Site Assessment, in accordance with O. Reg. 153/04, as amended
Phase Two Environmental Site Assessment, in accordance with O. Reg. 153/04, as amended
Remedial Action Plan • Including assessment of the subject lands and any impacted offsite lands
Ministry of the Environment, Conservation and Parks approved Record of Site Condition
Ministry of the Environment, Conservation and Parks approved Certificate of Property Use
Geotechnical Investigation
Hydrogeological Assessment • Including assessment water taking activities, in accordance with Ministry of the Environment, Conservation and Parks' requirements
Dewatering Assessment • Including groundwater dewatering monitoring and mitigation program for potential settlements • Including dewatering discharge plan for both short-term (during construction) and permanent (post-construction) discharge • Including a sampling plan to ensure compliance with the City's Storm Sewer Discharge By-Law, as amended.
Functional Servicing and Drainage Report • The completion of an Enhanced Functional Servicing study in accordance with the policies of this plan or demonstration of sufficient water and wastewater capacity to service the *development* to the satisfaction of the Region. • In accordance with City and Region of Halton requirements

• Including Conceptual Site Servicing and Conceptual Site Grading Plan, which include: ▪ The location and setbacks of the proposed building and any encroachments. ▪ The location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. ▪ The location of trees / tree trunks relative to property lines
Stormwater Management Report
Top-of-bank Demarcation/ Slope Stability Assessment/ Creek Erosion Assessment/ Geomorphic Study
Channelization and/or Floodplain Analysis
Shoreline Hazardous Lands Studies
Source Protection Disclosure Report
Environmental Noise & Vibration Feasibility Study • In accordance with Ministry of the Environment, Conservation and Parks' guidelines and City requirements • Including but not limited to an assessment of any existing offsite stationary noise sources/impacts and any necessary mitigation
Detailed Environmental Noise & Vibration Study • In accordance with Ministry of the Environment, Conservation and Parks' guidelines and City requirements • Including but not limited to an assessment of any proposed outdoor mechanical equipment and any necessary mitigation
Shoring System Design Brief • Including shoring system drawings and details • Including confirmation that all elements of the underground parking structure (including but not limited to foundation walls, foundation drainage system, shoring system, etc.) are located within the limits of the subject property.
Letter of consent for required encroachments onto lands not solely owned by applicant (e.g., shoring system tie-backs)
Site Servicing Plan • Showing the location and setbacks of the proposed building and any encroachments. • Showing the location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. • Showing the location of trees / tree trunks relative to property lines
Site Grading Plan • Showing the location and setbacks of the proposed building and any encroachments. • Showing the location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. • Showing the location of trees / tree trunks relative to property lines

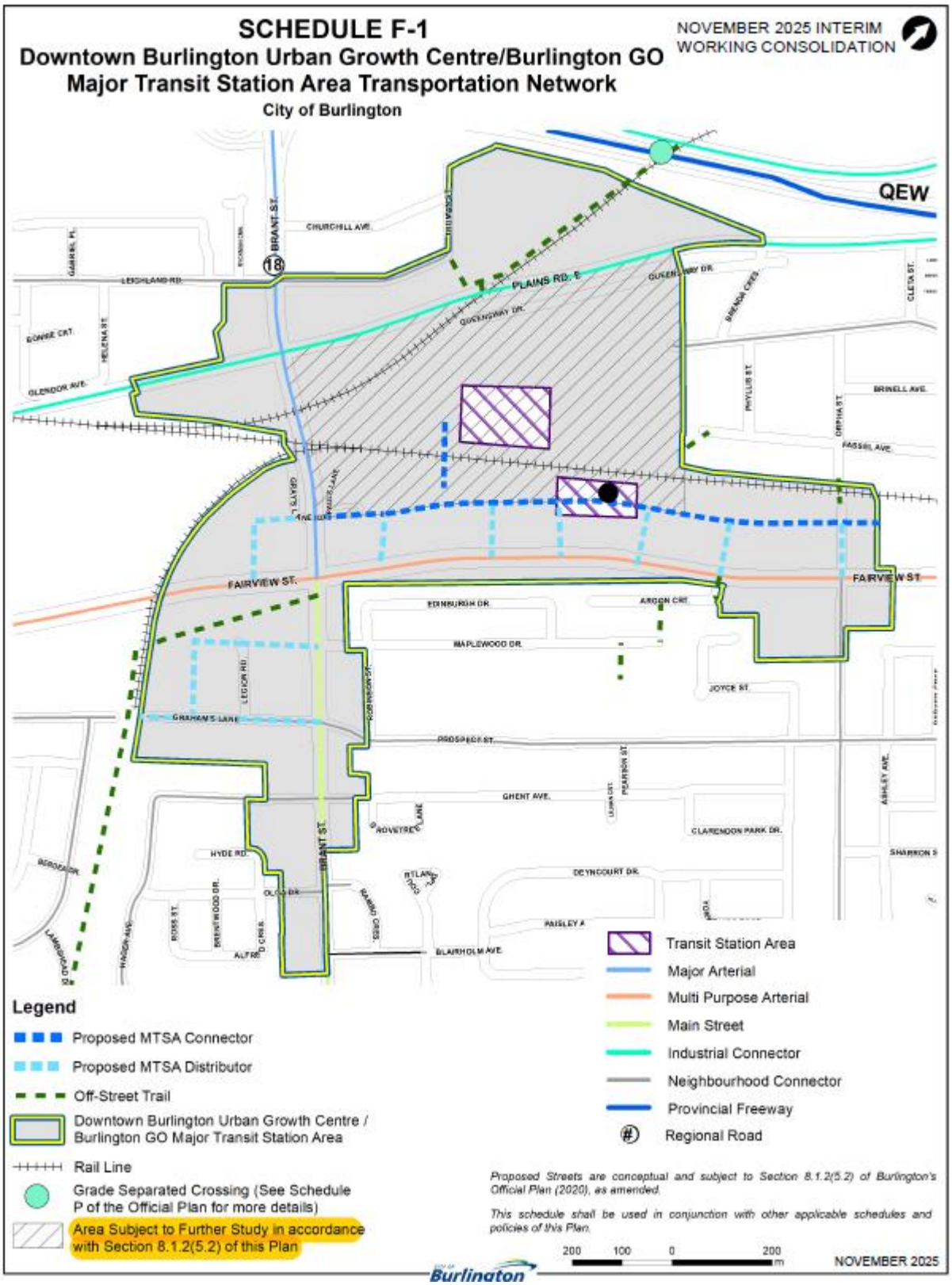
Erosion and Sediment Control Plan and Details • Showing the location and setbacks of the proposed building and any encroachments. • Showing the location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. • Showing the location of trees / tree trunks relative to property lines
Notes and Details Plan • Including City and Region of Halton standard drawings and details, as required
Outdoor Lighting Photometrics Plan and Details
Utility Coordination Plan • Showing the location and setbacks of the proposed building and any encroachments. • Showing the location of all jurisdictional setbacks, including but not limited to Ministry of Transportation, Conservation Halton, railways and pipelines. • Showing the location of trees / tree trunks relative to property lines
Construction & Mobility Management Plan and details
Written confirmation from the Geotechnical Engineer that they have reviewed the architectural and engineering drawings, including but not limited to those for civil, structural and mechanical works, and confirm that their geotechnical recommendations have been incorporated into the architectural and engineering drawings.
Written confirmation from the Hydrogeologist that they have reviewed the architectural and engineering drawings, including but not limited to those for civil, structural and mechanical works, and confirm that their hydrogeological recommendations have been incorporated into the architectural and engineering drawings.
Written confirmation from the Hydrogeologist which identifies adjacent structures, services and/or municipal infrastructure located within the zone of influence for groundwater dewatering and any potential settlement which may be considered unacceptable.
Written confirmation from the civil engineering consultant that they have reviewed the architectural, landscape and engineering drawings, including but not limited to those for structural and mechanical works, and confirm that their civil design and recommendations have been incorporated into the architectural, landscape and engineering drawings and do not conflict with the provisions of the other drawings.
Written confirmation by a qualified acoustical consultant that the recommended noise control measures from the approved Detailed Environmental Noise & Vibration Study have been incorporated into the builder's plans.

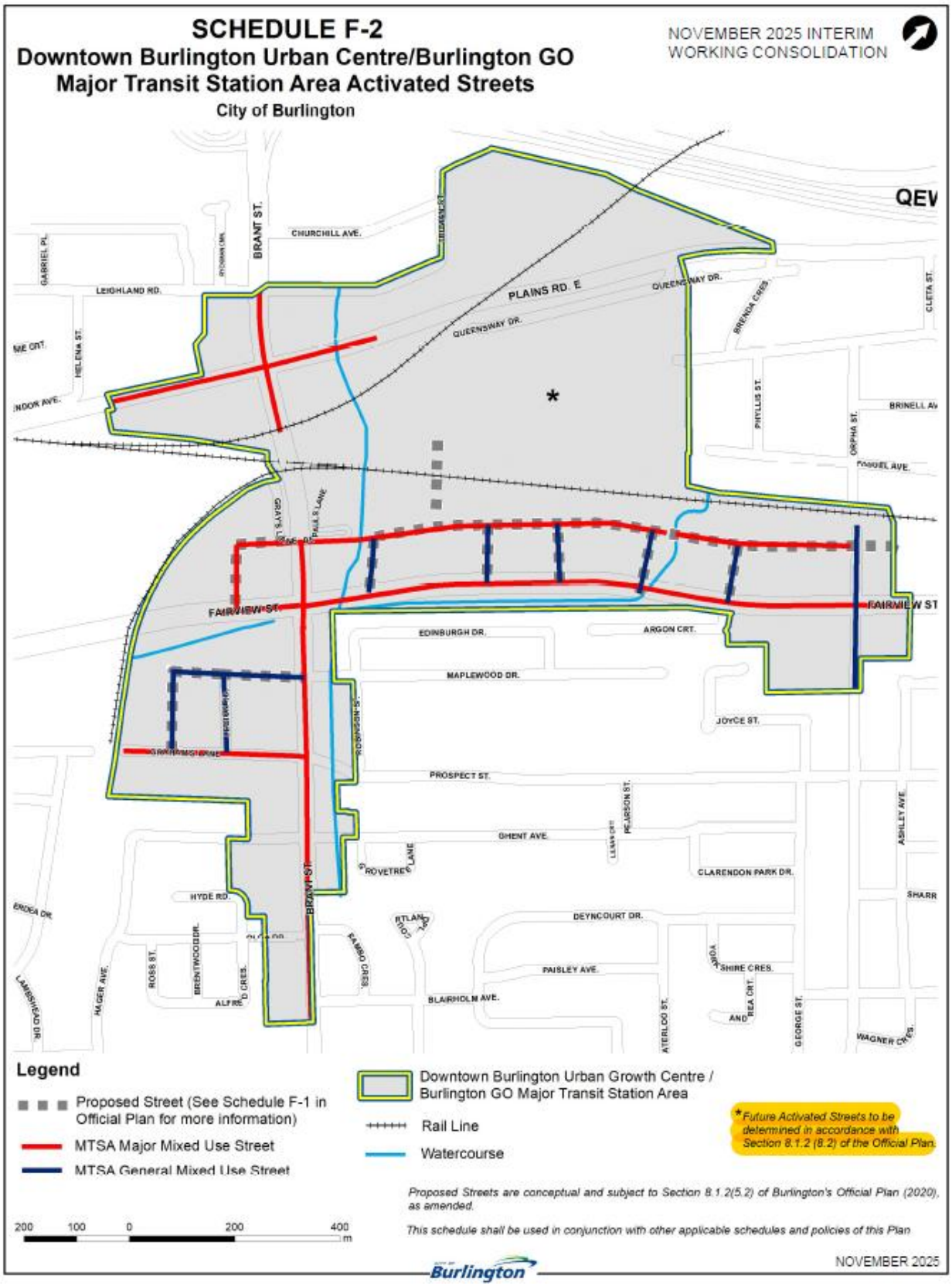
Written confirmation from a qualified vibration consultant of study limits and locations for vibration monitoring during construction. • Including written confirmation from adjacent property owners for vibration monitors that are to be located offsite. • Including written confirmation of completed precondition surveys of surrounding structures, including but not limited to those for buried utilities (e.g. existing watermains, gas mains, storm sewers and sanitary sewers). • Including written acknowledgement that any issues/claims due to construction vibration *shall* be a civil matter between the developer and the other party.
Letter of Reliance for the Complete Application Materials, extending reliance on any studies to the City of Burlington and the Region of Halton.

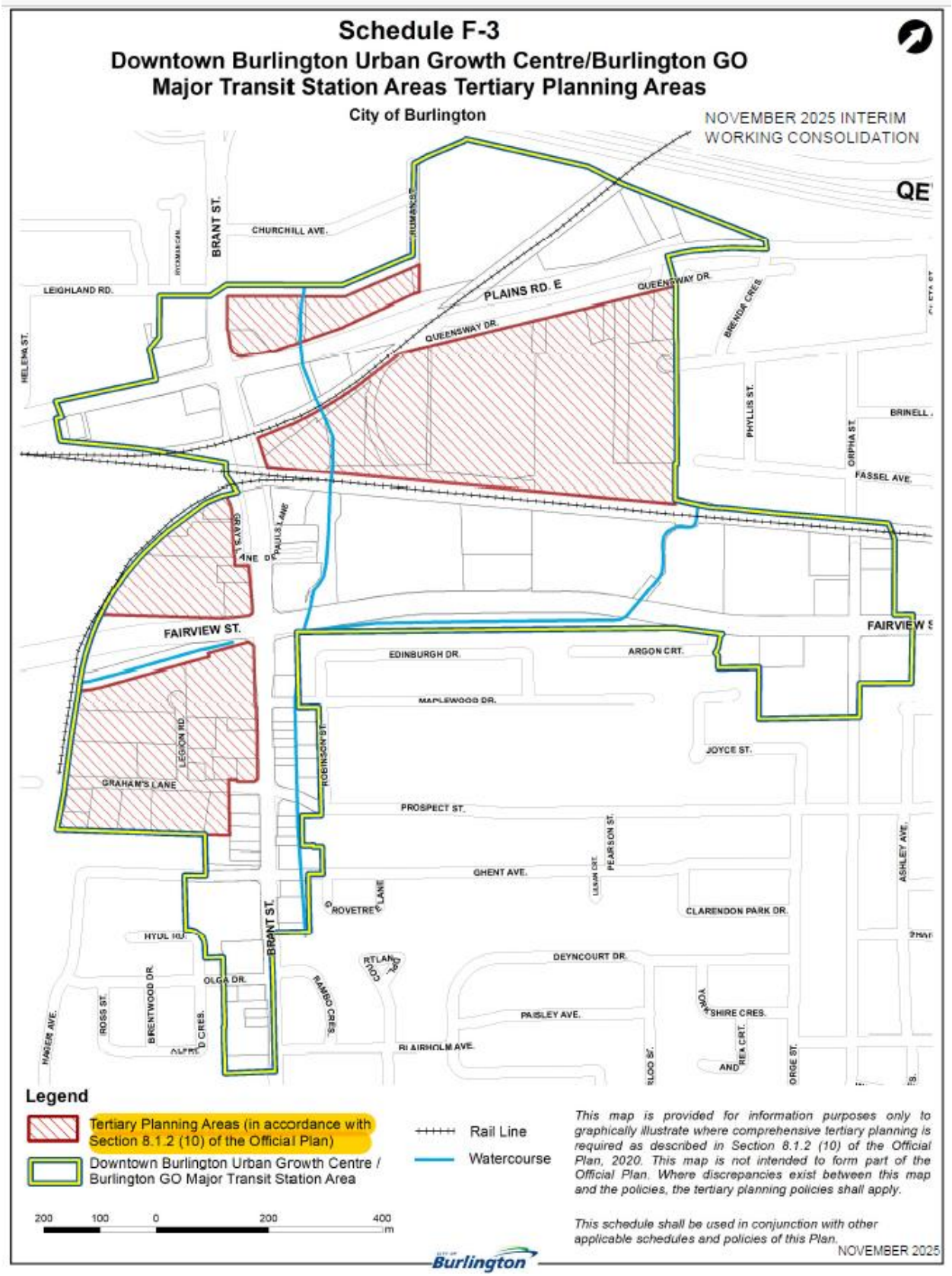
Attachment 5 – Schedules

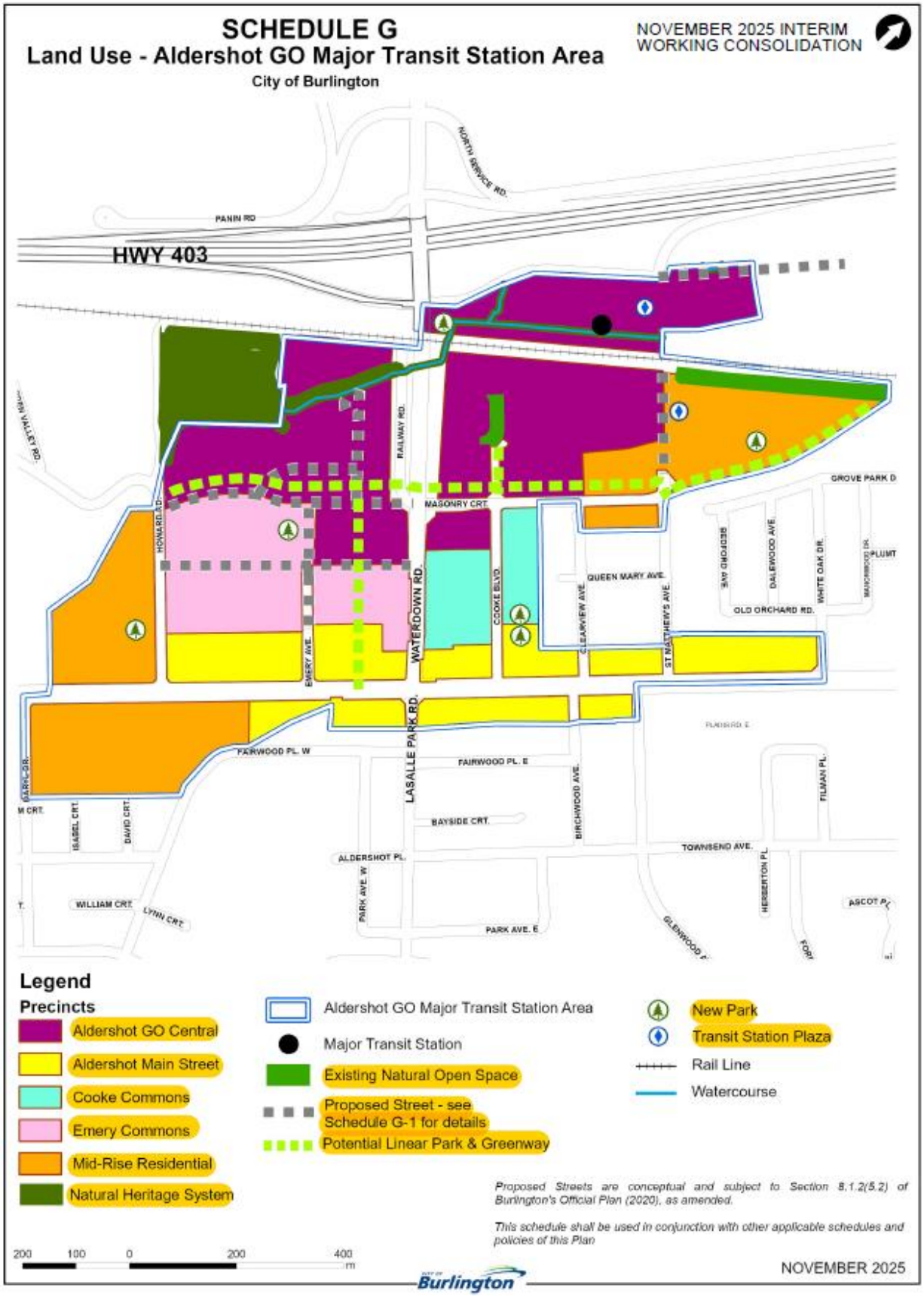


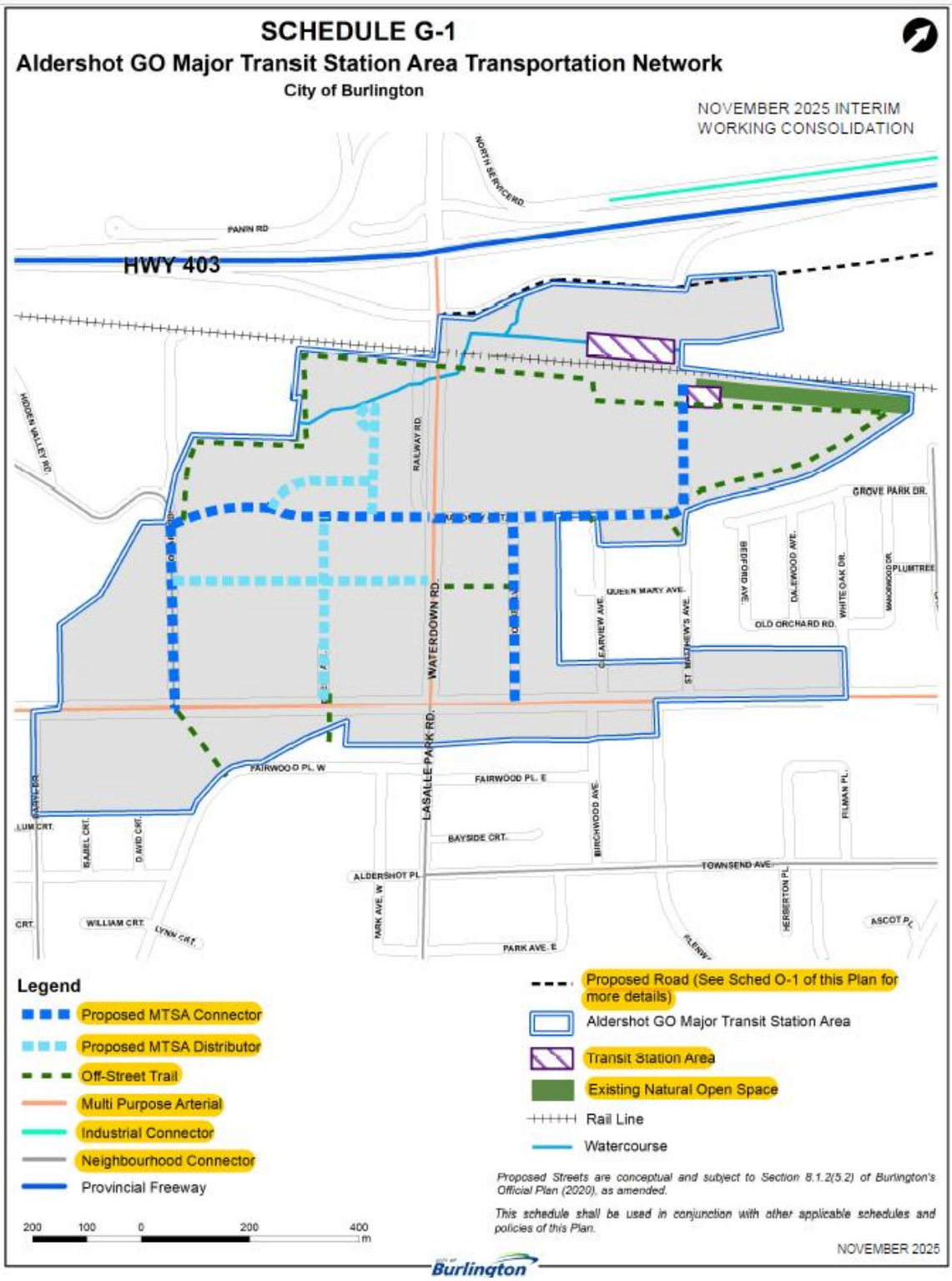
Highlighted precincts and New Park symbol are appealed on a site-specific basis only

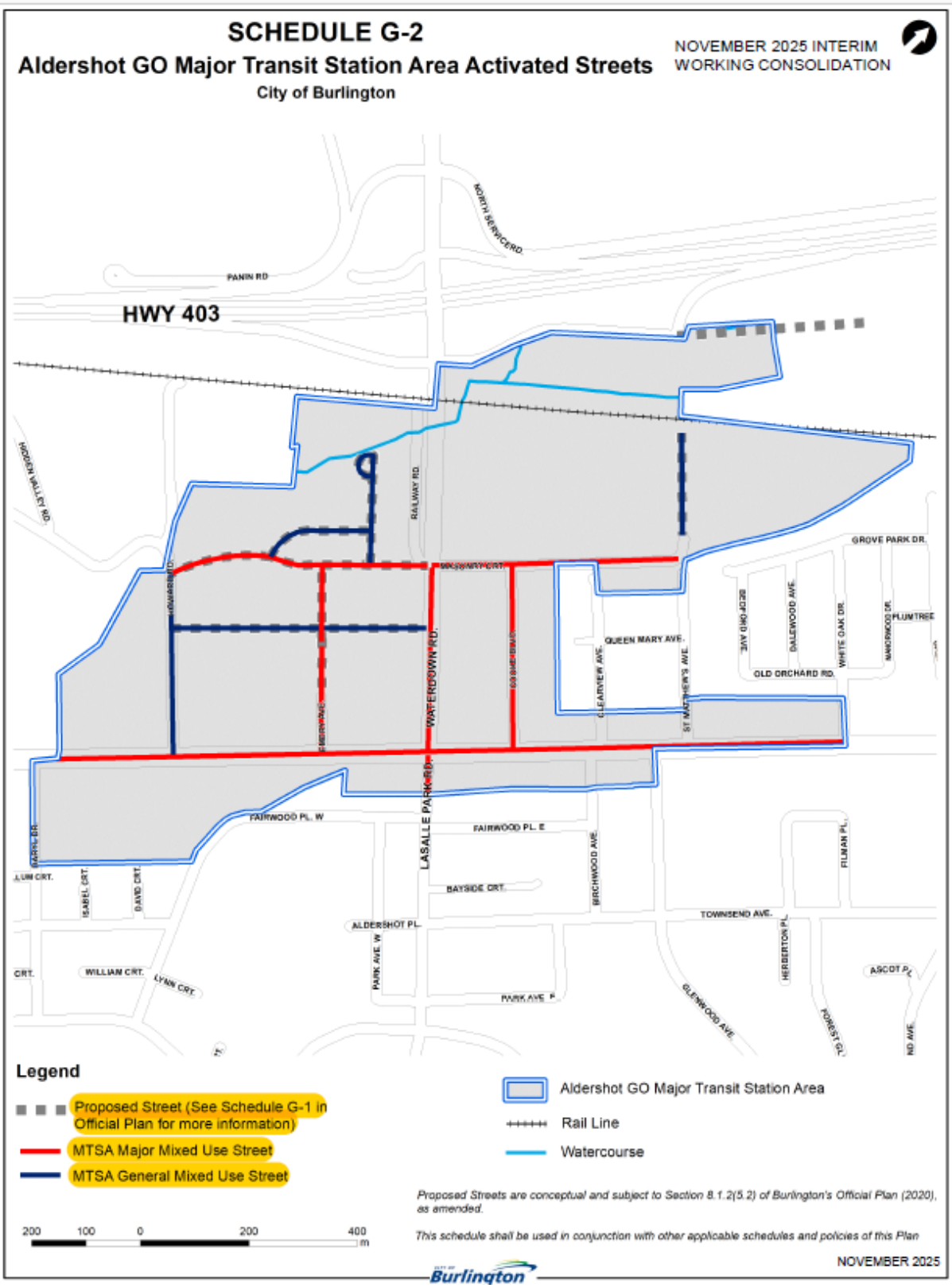

SCHEDULE F-1
Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network
City of Burlington
NOVEMBER 2025 INTERIM WORKING CONSOLIDATION
QEW
BRANT ST.
CHURCHILL AVE.
PLAINS RD. E
QUEENSWAY DR.
LEIGHLAND RD.
FAIRVIEW ST.
EDINBURGH DR.
ARGON CRT.
MAPLEWOOD DR.
JOYCE ST.
GRAHAM'S LANE
PROSPECT ST.
GHENT AVE.
CLARENDON PARK DR.
DEYNCOURT DR.
HYDE RD.
BLAIRHOLM AVE.
BRINELL AVE.
PASSMORE AVE.
Legend
Proposed MTSA Connector
Proposed MTSA Distributor
Off-Street Trail
Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
Rail Line
Grade Separated Crossing (See Schedule P of the Official Plan for more details)
Area Subject to Further Study in accordance with Section 8.1.2(5.2) of this Plan
Transit Station Area
Major Arterial
Multi Purpose Arterial
Main Street
Industrial Connector
Neighbourhood Connector
Provincial Freeway
Regional Road
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
200 100 0 200 m
NOVEMBER 2025

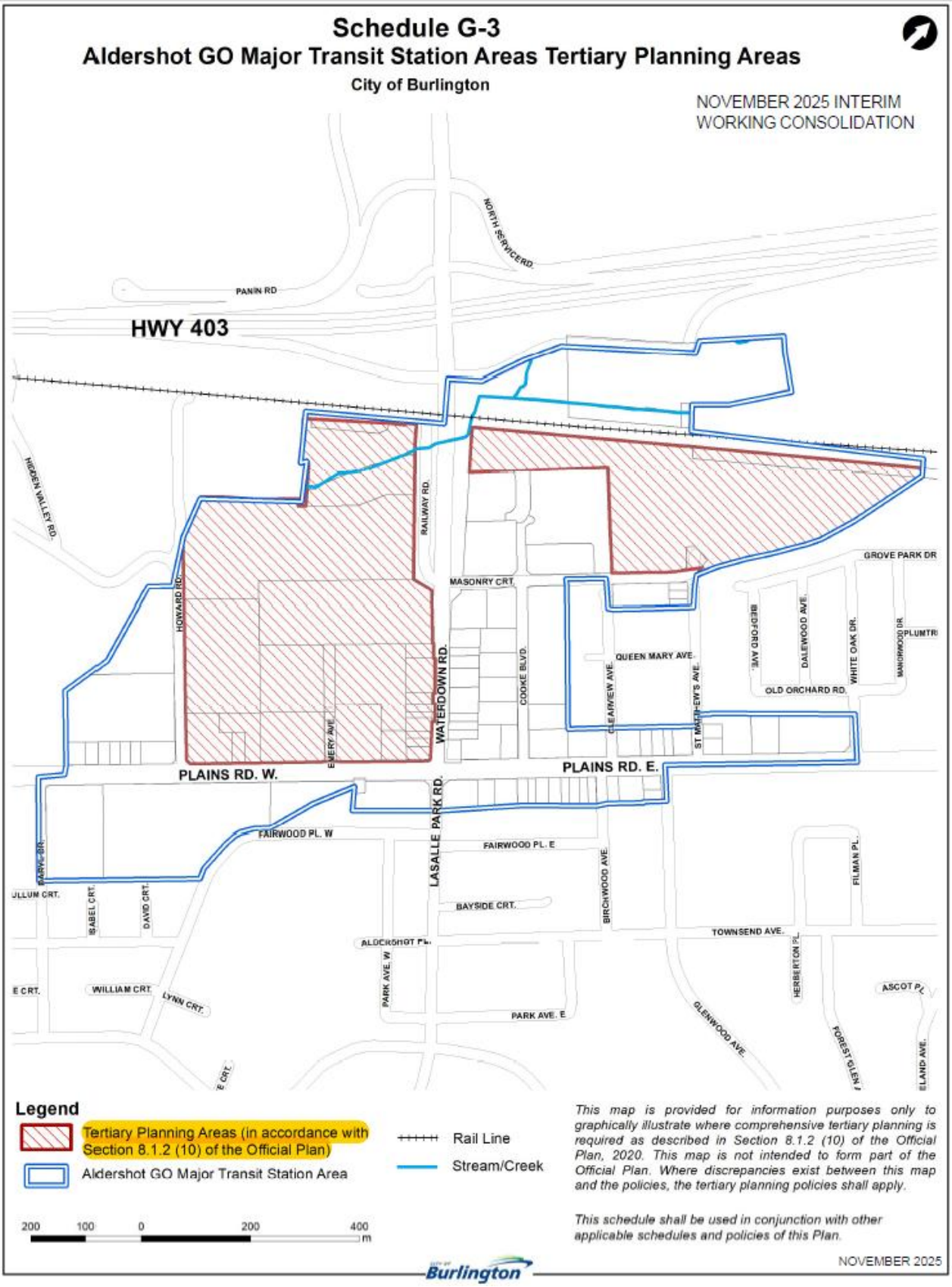

SCHEDULE F-2
Downtown Burlington Urban Centre/Burlington GO
Major Transit Station Area Activated Streets
City of Burlington
NOVEMBER 2025 INTERIM
WORKING CONSOLIDATION
QEW
BRANT ST.
CHURCHILL AVE.
PLAINS RD. E
QUEENSWAY DR.
LEIGHLAND RD.
FAIRVIEW ST
EDINBURGH DR.
ARGON CRT.
MAPLEWOOD DR.
JOYCE ST.
PROSPECT ST.
GHENT AVE.
CLARENDON PARK DR.
HYDE RD.
DEYNCOURT DR.
PAISLEY AVE.
BLAIRHOLM AVE.
Legend
Proposed Street (See Schedule F-1 in Official Plan for more information)
MTSA Major Mixed Use Street
MTSA General Mixed Use Street
Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
Rail Line
Watercourse
*Future Activated Streets to be determined in accordance with Section 8.1.2 (8.2) of the Official Plan.
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan
200 100 0 200 400 m
Burlington
NOVEMBER 2025


Schedule F-3
Downtown Burlington Urban Growth Centre/Burlington GO
Major Transit Station Areas Tertiary Planning Areas
City of Burlington
NOVEMBER 2025 INTERIM
WORKING CONSOLIDATION
QE
BRANT ST.
CHURCHILL AVE.
LEIGHLAND RD.
PLAINS RD. E
QUEENSWAY DR.
QUEENSWAY DR.
BRENDA CRES.
PHYLLIS ST.
ORPHIA ST.
FASSEL AVE.
HELENA ST.
FAIRVIEW ST.
EDINBURGH DR.
ARGON CRT.
MAPLEWOOD DR.
JOYCE ST.
LEGION RD.
GRAHAM'S LANE
ROBINSON ST.
PROSPECT ST.
PEARSON ST.
GHENT AVE.
ROVETREE LANE
CLARENDON PARK DR.
ASHLEY AVE.
DEYNCOURT DR.
OLGA DR.
BRENTWOOD DR.
ROSS ST.
RAMBO CRES.
PAISLEY AVE.
BLAIRHOLME AVE.
Legend
Tertiary Planning Areas (in accordance with Section 8.1.2 (10) of the Official Plan)
Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
Rail Line
Watercourse
200 100 0 200 400 m
This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in Section 8.1.2 (10) of the Official Plan, 2020. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and the policies, the tertiary planning policies shall apply.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
NOVEMBER 2025
Burlington


SCHEDULE G
Land Use - Aldershot GO Major Transit Station Area
City of Burlington
NOVEMBER 2025 INTERIM WORKING CONSOLIDATION
HWY 403
PANIN RD
NORTH SERVICE RD.
RAILWAY RD.
MASONRY CRT.
HOWARD RD.
WATERDOWN RD.
COOKE BLVD
EMERY AVE.
CLEARVIEW AVE
QUEEN MARY AVE.
ST MATHEWS AVE.
OLD ORCHARD RD.
WHITE OAK DR.
DALEWOOD AVE.
GROVE PARK D
LASALLE PARK RD.
FAIRWOOD PL. W
FAIRWOOD PL. E
BAYSIDE CRT.
BIRCHWOOD AVE.
TOWNSEND AVE.
ALDERSHOT PL.
PARK AVE. W
PARK AVE. E
WILLIAM CRT.
LYNN CRT.
ISABEL CRT.
DAVID CRT.
HERBERTON PL.
FILMAN PL.
Legend
Precincts
Aldershot GO Central
Aldershot Main Street
Cooke Commons
Emery Commons
Mid-Rise Residential
Natural Heritage System
Aldershot GO Major Transit Station Area
Major Transit Station
Existing Natural Open Space
Proposed Street - see Schedule G-1 for details
Potential Linear Park & Greenway
New Park
Transit Station Plaza
Rail Line
Watercourse
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan
200 100 0 200 400 m
NOVEMBER 2025
Burlington


SCHEDULE G-1
Aldershot GO Major Transit Station Area Transportation Network
City of Burlington
NOVEMBER 2025 INTERIM WORKING CONSOLIDATION
HWY 403
PANIN RD
NORTH SERVICE RD
HIDDEN VALLEY RD
RAILWAY RD
WATERDOWN RD
LASALLE PARK RD
GROVE PARK DR
QUEEN MARY AVE
CLEARVIEW AVE
ST MATHEW'S AVE
BEECHCROFT AVE
DALEWOOD AVE
WHITE OAK DR
MAGNOLIA DR
PLUMTREE
OLD ORCHARD RD
FAIRWOOD PL W
FAIRWOOD PL E
BAYSIDE CRT
BIRCHWOOD AVE
FILMAN PL
TOWNSEND AVE
ALDERSHOT PL
MARK AVE W
HERBERTON PL
ASCOT PL
PARK AVE E
WILLIAM CRT
LYNN CRT
ISABEL CRT
Legend
Proposed MTSA Connector
Proposed MTSA Distributor
Off-Street Trail
Multi Purpose Arterial
Industrial Connector
Neighbourhood Connector
Provincial Freeway
Proposed Road (See Sched O-1 of this Plan for more details)
Aldershot GO Major Transit Station Area
Transit Station Area
Existing Natural Open Space
Rail Line
Watercourse
200 100 0 200 400 m
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
NOVEMBER 2025
Burlington


SCHEDULE G-2
Aldershot GO Major Transit Station Area Activated Streets
City of Burlington
NOVEMBER 2025 INTERIM WORKING CONSOLIDATION
HWY 403
PANIN RD
NORTH SERVICE RD
RAILWAY RD
WATERDOWN RD
LASALLE PARK RD
QUEEN MARY AVE
QUEEN MARY CRT
GROVE PARK DR
OLD ORCHARD RD
FAIRWOOD PL. W
FAIRWOOD PL. E
BAYSIDE CRT
ALDERSHOT PL
TOWNSEND AVE
PARK AVE W
PARK AVE E
GLENWOOD AVE
BIRCHWOOD AVE
CLEARVIEW AVE
ST MARTINS DR
DALEWOOD AVE
WHITE OAK DR
MAGNOLIA DR
PLUMTREE
FILMAN PL
HERBERTON PL
ASCOT PL
FOREST CL
WILLIAM CRT
LYNN CRT
ISABEL CRT
DAVID CRT
Legend
Proposed Street (See Schedule G-1 in Official Plan for more information)
MTSA Major Mixed Use Street
MTSA General Mixed Use Street
Aldershot GO Major Transit Station Area
Rail Line
Watercourse
200 100 0 200 400 m
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan
NOVEMBER 2025
Burlington


Schedule G-3
Aldershot GO Major Transit Station Areas Tertiary Planning Areas
City of Burlington
NOVEMBER 2025 INTERIM WORKING CONSOLIDATION
HWY 403
PANIN RD
NORTH SERVICE RD.
HIDDEN VALLEY RD.
HOWARD RD.
RAILWAY RD.
WATERDOWN RD.
MASONRY CRT.
COOKE BLVD.
QUEEN MARY AVE.
CLEARVIEW AVE.
ST MARTHEW'S AVE.
GREENFORD AVE.
DALEWOOD AVE.
WHITE OAK DR.
MANORWOOD DR.
GROVE PARK DR
PLUMTR
OLD ORCHARD RD.
EMERY AVE.
PLAINS RD. W.
PLAINS RD. E.
LASALLE PARK RD.
FAIRWOOD PL. W
FAIRWOOD PL. E
BIRCHWOOD AVE.
FILMAN PL.
BAYSIDE CRT.
TOWNSEND AVE.
HERBERTON PL.
ASCOT PL
GLENWOOD AVE.
FOREST GLEN
ELAND AVE.
PARK AVE. W
PARK AVE. E
ALDERSHOT PL.
MARY DR.
JLLUM CRT.
ISABEL CRT.
DAVID CRT.
E CRT.
WILLIAM CRT.
LYNN CRT.
Legend
Tertiary Planning Areas (in accordance with Section 8.1.2 (10) of the Official Plan)
Aldershot GO Major Transit Station Area
Rail Line
Stream/Creek
200 100 0 200 400 m
This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in Section 8.1.2 (10) of the Official Plan, 2020. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and the policies, the tertiary planning policies shall apply.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
NOVEMBER 2025
Burlington

SCHEDULE H

Land Use - Appleby GO Major Transit Station Area

City of Burlington

NOVEMBER 2025 INTERIM WORKING CONSOLIDATION



Legend

Precincts

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

- Existing Natural Open Space
- Appleby GO Major Transit Station Area
- Major Transit Station

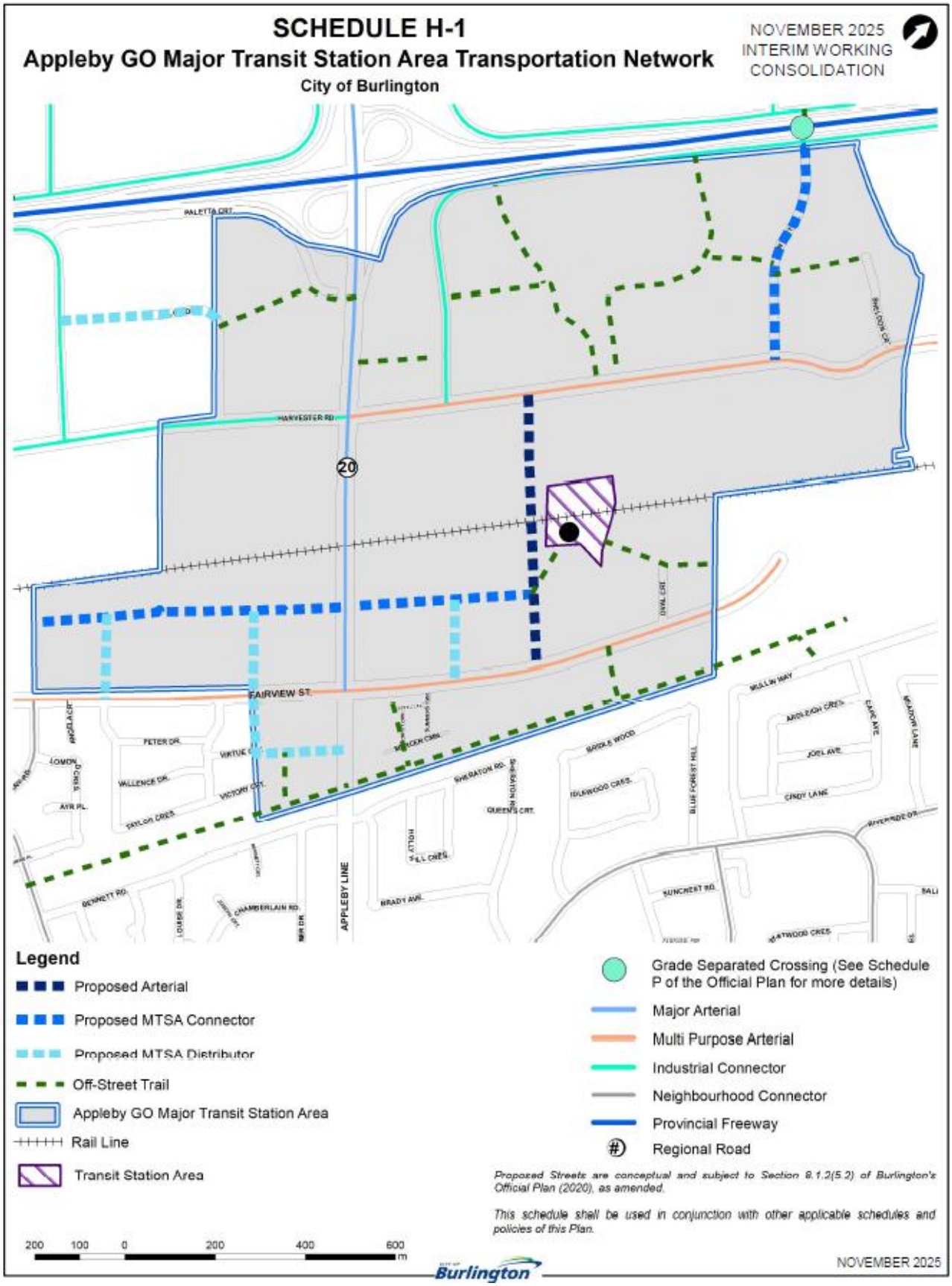
- Proposed Street - see Schedule H-1 for details
- Potential Linear Park & Greenway
- New Park
- Transit Station Plaza
- Rail Line
- Watercourse

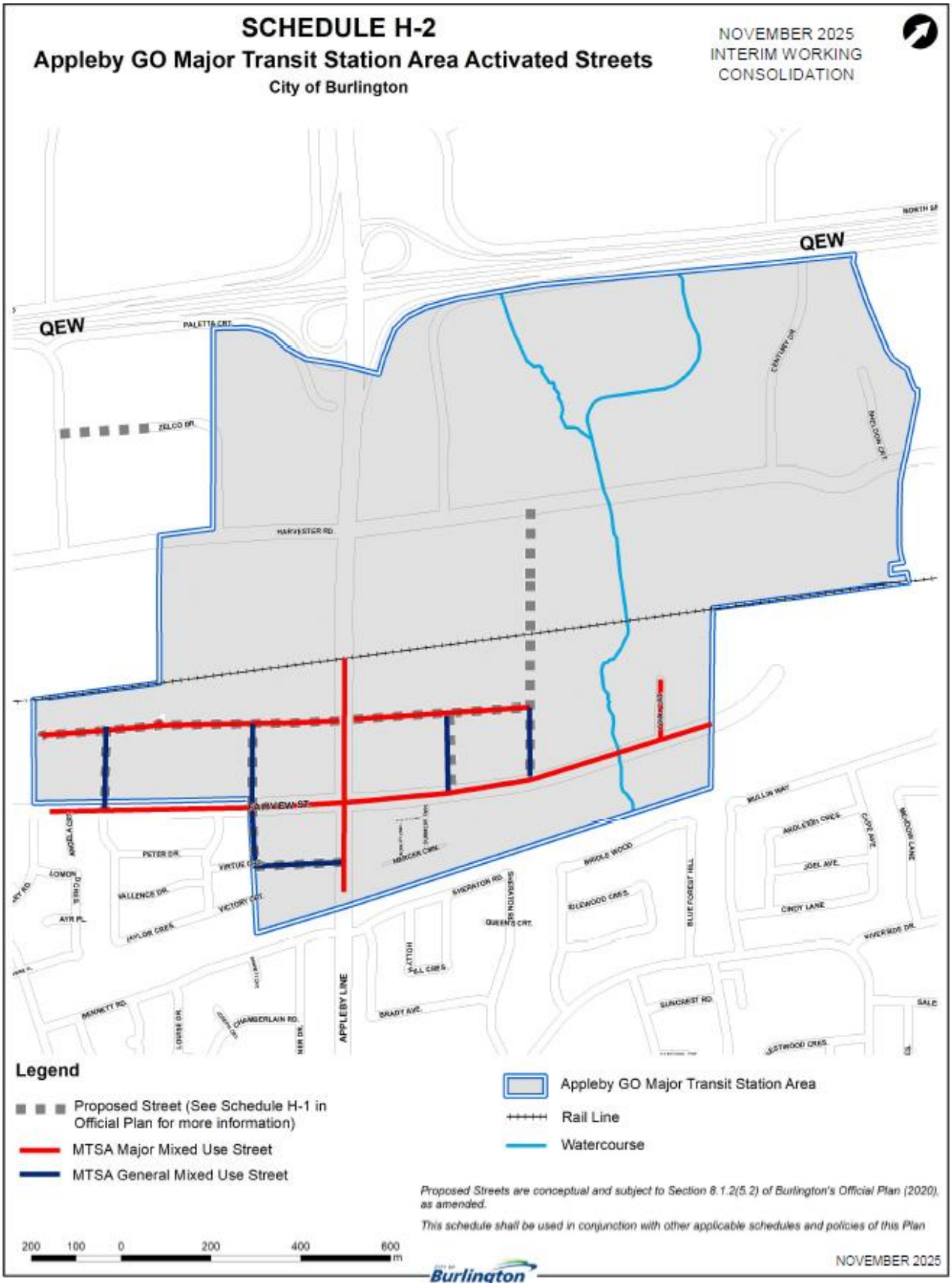
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.

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

200 100 0 200 400 600 m

NOVEMBER 2025


SCHEDULE H-1
Appleby GO Major Transit Station Area Transportation Network
City of Burlington
NOVEMBER 2025
INTERIM WORKING
CONSOLIDATION
PALETTA CRT.
HARVESTER RD.
20
FAIRVIEW ST.
APPLEBY LINE
SHERATON RD.
QUEENS CRT.
BRADY AVE.
BENNETT RD.
CHAMBERLAIN RD.
SUNCREST RD.
CINDY LANE
JOEL AVE.
CARE AVE.
MULLIN WAY
RIVERRIDGE DR.
PETER DR.
VICTORY CRT.
WILLENCE DR.
AYR PL.
TAYLOR CRES.
IDLEWOOD CRES.
BLUE FOREST HILL
Legend
Proposed Arterial
Proposed MTSA Connector
Proposed MTSA Distributor
Off-Street Trail
Appleby GO Major Transit Station Area
Rail Line
Transit Station Area
Grade Separated Crossing (See Schedule P of the Official Plan for more details)
Major Arterial
Multi Purpose Arterial
Industrial Connector
Neighbourhood Connector
Provincial Freeway
Regional Road
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.
200 100 0 200 400 600 m
Burlington
NOVEMBER 2025

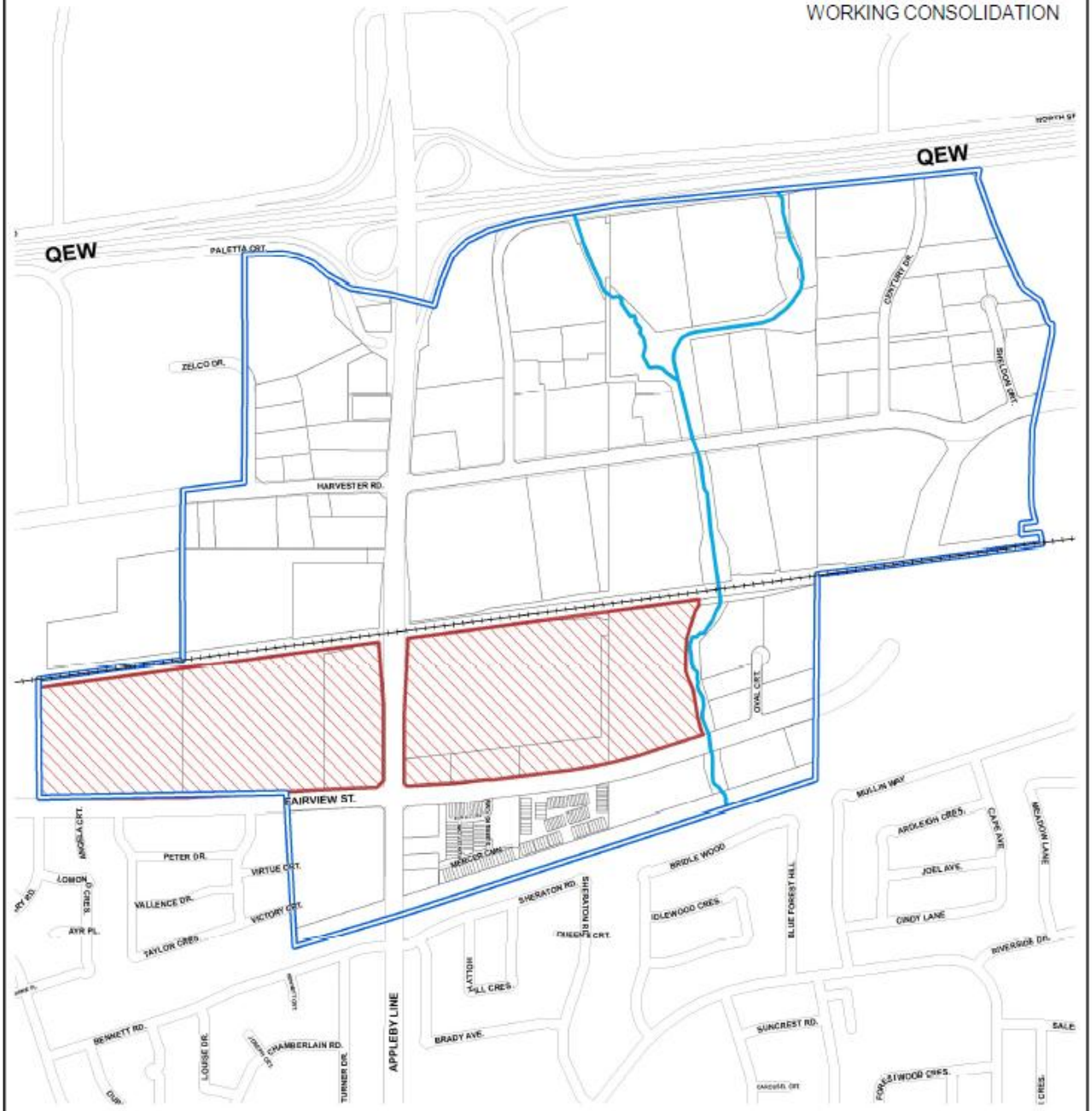

SCHEDULE H-2
Appleby GO Major Transit Station Area Activated Streets
City of Burlington
NOVEMBER 2025
INTERIM WORKING
CONSOLIDATION
QEW
QEW
PALETTA CRT.
ZELCO DR.
HARVESTER RD.
FAIRVIEW ST.
APPLEBY LINE
Legend
Proposed Street (See Schedule H-1 in Official Plan for more information)
MTSA Major Mixed Use Street
MTSA General Mixed Use Street
Appleby GO Major Transit Station Area
Rail Line
Watercourse
Proposed Streets are conceptual and subject to Section 8.1.2(5.2) of Burlington's Official Plan (2020), as amended.
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan
200 100 0 200 400 600 m
Burlington
NOVEMBER 2025

Schedule H-3

Appleby GO Major Transit Station Areas Tertiary Planning Areas

City of Burlington

NOVEMBER 2025 INTERIM WORKING CONSOLIDATION



Legend

- Tertiary Planning Areas (in accordance with Section 8.1.2 (10) of the Official Plan)
- Appleby GO Major Transit Station Area
- Rail Line
- Watercourse

200 100 0 200 400 600 m

This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in Section 8.1.2 (10) of the Official Plan, 2020. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and the policies, the tertiary planning policies shall apply.

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

NOVEMBER 2025

Attachment 6 – Tables

Table 3: Classification of Major Transit Station Area Facilities

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

1. Major Transit Station Area Collector Streets
Major Transit Station Area (MTSA) Collector Streets provide important connections through the Major Transit Station *intensification areas*, delivery a high level of service for *active* and *sustainable modes* of transportation and enabling supportive design features. There are two types of MTSA Collector Streets: MTSA Mixed Use/Commercial Connector and MTSA Mixed Use/Commercial Distributor. Street cross-section examples have been provided in the March 2024 Burlington Major Transit Station Areas Transportation Assessment.
1.1 MTSA Commercial Connector • Right of Way requirements of 30m. A reduction to the right of way requirement of 30m *may* be considered provided that the reduced right of way meets the objectives of the street function. • Minimum 1.5m protected cycle track • Minimum 1.8m pedestrian clearway and 1.5 metre planting and furnishing zone • A community 'Main Street' or 'High Street' that balances mobility and access; • Moves moderate to high volumes of cycling, transit and vehicle movements; • Balances priority of all *modes*; • Subject to *intensification* or redevelopment; and • Likely to have mixed, but predominantly commercial land use.
1.2 MTSA Commercial Distributor • Right of Way requirements of 26m • Cycling provision of wide shared use lanes

- Minimum 2.0m pedestrian clearway and 1.5m planting and furnishing zone.
- A community street that provides ‘rear’ service and access functions to adjacent commercial and residential properties that are not private laneways;
- High level of pedestrian and cycling activity and low to moderate level of vehicular traffic; and
- Provides an attractive environment that complements adjacent main or civic streets.

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

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

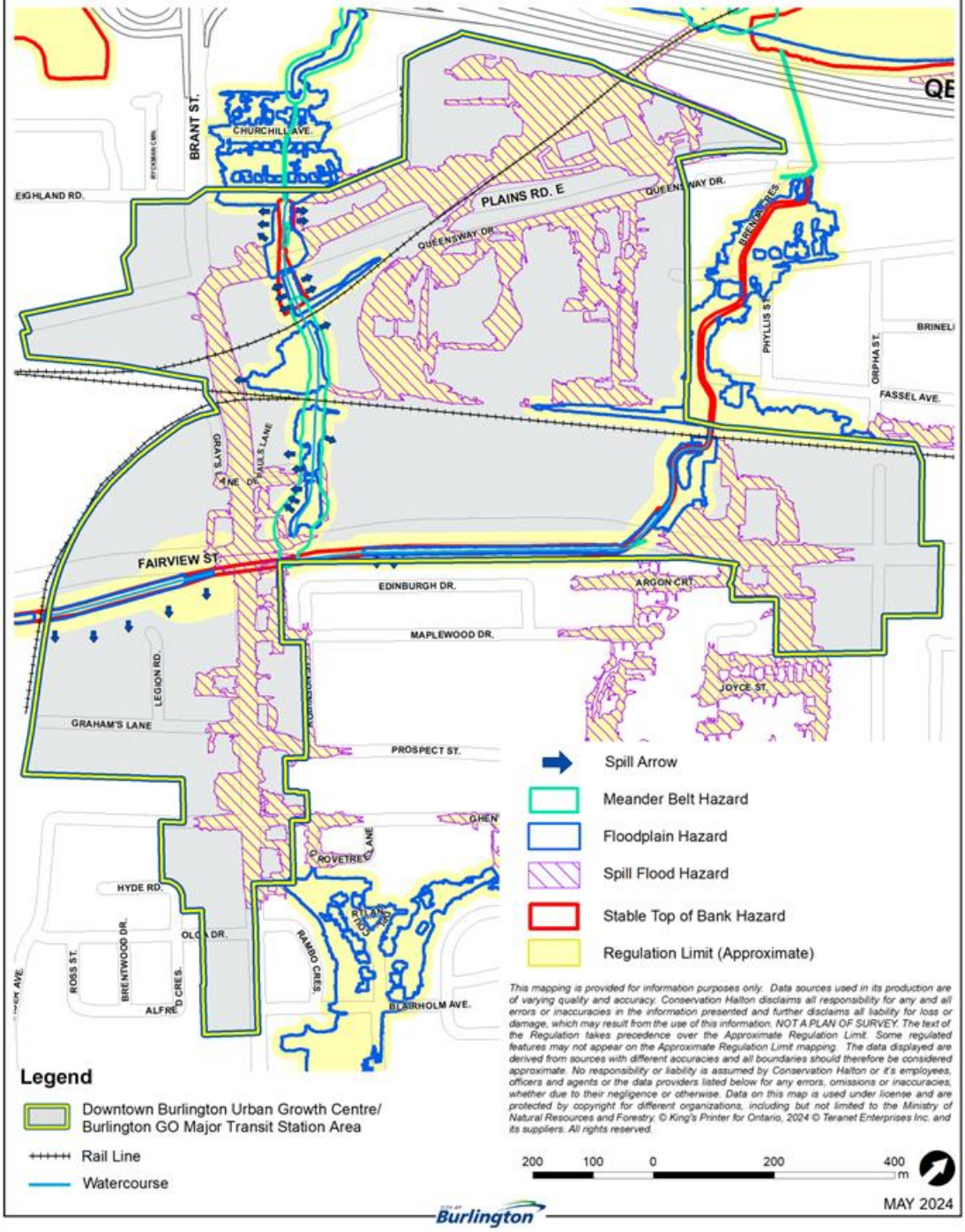
Street	From	To	Public Right of Way Width (metres)
Burlington GO UGC/MTSA			
Grahams Lane	Hydro Corridor	Brant Street	26
De Pauls Lane	Brant Street	Proposed east-west connection	30
Drury Lane	CN Rail Corridor	145 metres south of Fairview street	26
Aldershot GO MTSA			
Masonry Court	Waterdown Road	Grove Park	30
Masonry Court	Waterdown Road	Howard Road	30
Cooke Blvd	Plains Road	Masonry Court	20
Emery Ave	Plains Road	Emery Ave extension	26
Howard Road	Plains Road	Lemonville Road	30
Appleby GO MTSA			
South Service Road	Harvester Road	120 metres east of Century Drive	30
Century Drive	Harvester Road	South Service Road	30
Zelco Drive	Harvester Road	To Zelco Drive extension	26

Attachment 7 – Appendices – For references purposes only, and does not form part of the Official Plan

Figure 1: Conservation Halton Approximate Regulation Limit Mapping

Downtown Burlington UGC/Burlington GO MTSA

City of Burlington

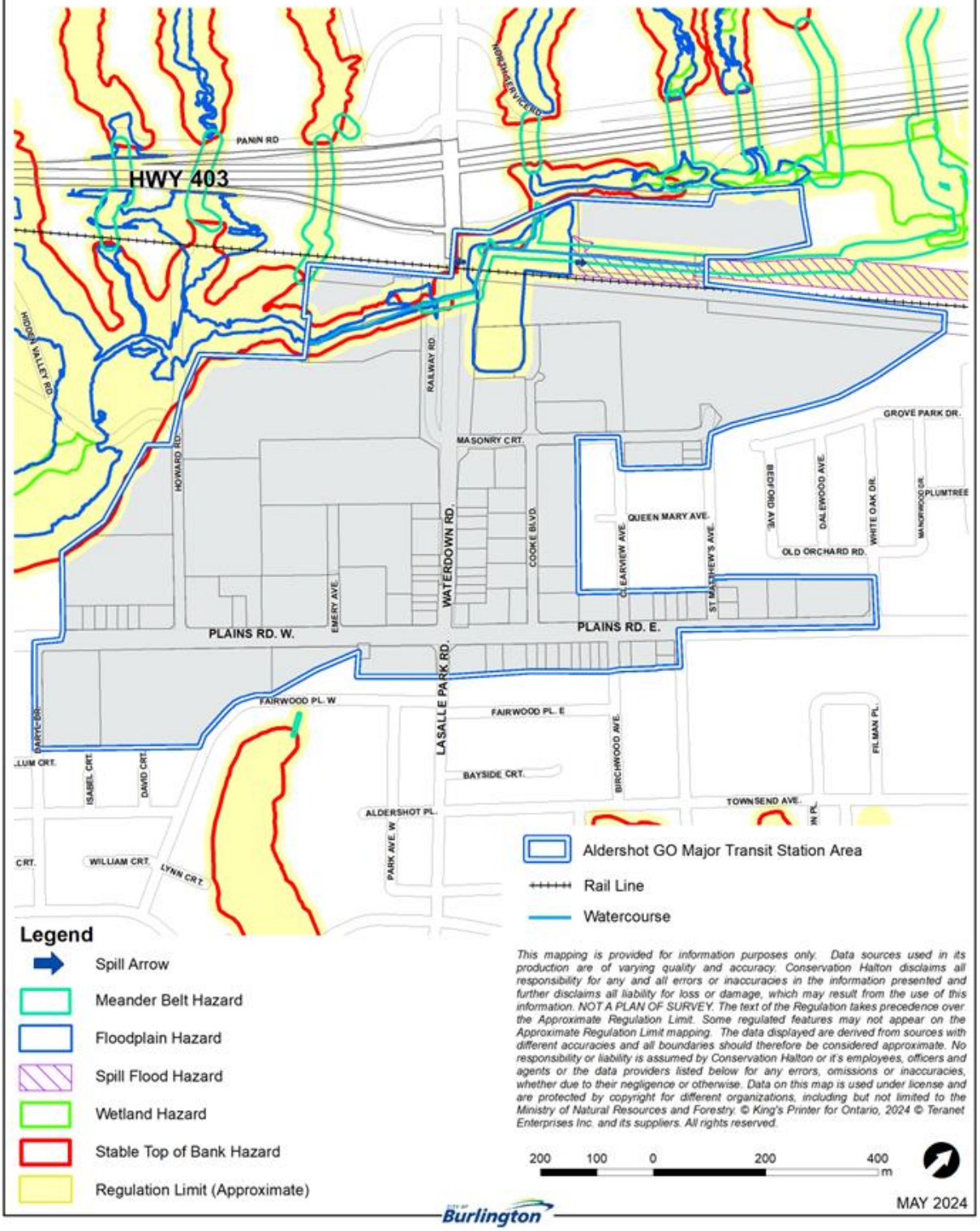


This mapping is provided for information purposes only. Data sources used in its production are of varying quality and accuracy. Conservation Halton disclaims all responsibility for any and all errors or inaccuracies in the information presented and further disclaims all liability for loss or damage, which may result from the use of this information. NOT A PLAN OF SURVEY. The text of the Regulation takes precedence over the Approximate Regulation Limit. Some regulated features may not appear on the Approximate Regulation Limit mapping. The data displayed are derived from sources with different accuracies and all boundaries should therefore be considered approximate. No responsibility or liability is assumed by Conservation Halton or it's employees, officers and agents or the data providers listed below for any errors, omissions or inaccuracies, whether due to their negligence or otherwise. Data on this map is used under license and are protected by copyright for different organizations, including but not limited to the Ministry of Natural Resources and Forestry. © King's Printer for Ontario, 2024 © Teranet Enterprises Inc. and its suppliers. All rights reserved.

Figure 2 : Conservation Halton Approximate Regulation Limit Mapping

Aldershot GO MTSA

City of Burlington



This mapping is provided for information purposes only. Data sources used in its production are of varying quality and accuracy. Conservation Halton disclaims all responsibility for any and all errors or inaccuracies in the information presented and further disclaims all liability for loss or damage, which may result from the use of this information. NOT A PLAN OF SURVEY. The text of the Regulation takes precedence over the Approximate Regulation Limit. Some regulated features may not appear on the Approximate Regulation Limit mapping. The data displayed are derived from sources with different accuracies and all boundaries should therefore be considered approximate. No responsibility or liability is assumed by Conservation Halton or it's employees, officers and agents or the data providers listed below for any errors, omissions or inaccuracies, whether due to their negligence or otherwise. Data on this map is used under license and are protected by copyright for different organizations, including but not limited to the Ministry of Natural Resources and Forestry. © King's Printer for Ontario, 2024 © Teranet Enterprises Inc. and its suppliers. All rights reserved.

Figure 3 : Conservation Halton Approximate Regulation Limit Mapping

Appleby GO MTSA

City of Burlington

