



TO: Development and Infrastructure Committee
FROM: Planning and Building
**SUBJECT: Report recommending endorsement of Official Plan
Review: Proposed Accessory Drive-Through Facilities
Policy Directions**

Report Number: PB-10-15

Wards Affected: All

File Numbers: 505-08-01

Date to Committee: February 9, 2015

Date to Council: February 23, 2015

Recommendation:

Endorse the proposed accessory drive-through facilities policy directions, as detailed in Section 3.0 of planning and building department report PB-10-15 and considered in conjunction with planning and building department report PB-09-15 (Commercial Lands Policy Directions) for the purpose of developing policies to be brought forward as part of the proposed Official Plan Amendment arising out of the Official Plan Review in Q4 2015; and

Direct the Director of Planning & Building to engage with representatives of the drive-through businesses and developers in the development of urban design and site plan considerations, as detailed in Policy Direction B of planning and building department report PB-10-15, to be incorporated as part of the final Official Plan amendments to be delivered for City Council consideration in Q4 2015.

Purpose:

The purpose of this report is to provide an overview of the recommendations for accessory drive-through facilities based on the proposals of the Commercial Strategy Study and staff's analysis. The report proposes, and seeks endorsement of policy directions for accessory drive-through facilities as part of the Official Plan Review and outlines a component related to urban design and site planning considerations that requires further consultation with representatives of drive-through businesses and developers.

Policy Directions Reports

The subject report is being issued in the form of a “Directions Report” and serves as an important ‘check-in’ point with council during the Official Plan Review process. The purpose of a Directions report is discussed in the report titled “2012 Official Plan Review: Comprehensive Work Plan” ([PB-53-12](#)). It provides the opportunity to convey staff analysis, public/stakeholder feedback and to present a series of policy directions to council. Following council’s endorsement of policy directions, staff will draft specific policies to be presented as part of the proposed Official Plan Amendment related to the Official Plan Review. In this case policy directions and the findings of the municipal comprehensive review will confirm the final directions.

It is important to note that all of the policy directions reports must be considered collectively rather than in isolation in order to comprehensively consider Burlington’s broader city building objectives.

Background:

As part of the City’s Official Plan Review, a Commercial Strategy Study (the Study) was undertaken by The Planning Partnership and urbanMetrics Inc. The purpose of the Study was to provide an analysis of the city’s existing commercial land supply and to identify opportunities for new policies that ensure the city’s commercial areas succeed in the face of changing economic, environmental and social conditions.

On March 24, 2014, Phases Two and Three of the Commercial Strategy Study were transmitted to council for information in staff report PB-09-14. The Study outlined various recommendations regarding new or modified Official Plan policies for the city’s commercial and mixed use areas, including proposals regarding the development of drive-through facilities, as detailed in Section 2.4 of the Study.

On July 7, 2014 a council workshop was held to provide members of Council with an overview of the study’s findings and staff’s initial review prior to receiving staff’s policy directions report.

Although the matter of drive-through facilities was considered as part of the Commercial Strategy Study, it is a specific policy topic that merits special review and specific consultation based on initial stakeholder feedback. Report PB-10-15 was developed as an independent, but related, report to the Commercial Strategy Study to address the specific policy issues associated with drive-throughs.

Discussion:

1.0 Planning Context

Provincial Policy

As drive-throughs are closely associated with commercial land uses, the policies of the Provincial Policy Statement (PPS) (2014) and Places to Grow Act (2006), as identified in the associated Commercial Lands Policy Directions staff report (PB-09-15), are also considered to be applicable in the review of drive-throughs.

Region of Halton Official Plan

In addition to the Regional policy considerations regarding the city's commercial/mixed use areas outlined in the associated Commercial Lands Policy Directions staff report (PB-09-15), the following policies from the Regional Official Plan have been identified as having direct relevance to drive-through facilities.

With respect to 'Urban Area' objectives:

"To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promote live-work relationships and fosters a strong and competitive economy." (Region of Halton Official Plan (2009) – Section 72(2)); and

"To facilitate and promote intensification and increased densities" (Region of Halton Official Plan (2009) – Section 72(9))

With respect to 'Environmental Quality' objectives:

"To support urban forms that will reduce long distance trip-making and the use of private automobiles." (Region of Halton Official Plan (2009) – Section 142(5));

"To promote trips made by active transportation and public transit." (Region of Halton Official Plan (2009) – Section 142(6)); and

"To address the impact of air pollution, noise, vibration and light on land uses" (Region of Halton Official Plan (2009) – Section 142(7))

With respect to 'Transportation' objectives:

"To ensure development is designed to support active transportation and public transit." (Region of Halton Official Plan (2009) – Section 172(9.1))

Burlington's Official Plan

The city's existing Official Plan does not contain specific policies regarding the development of accessory drive-through facilities. However, the Official Plan does establish a vision and policy objectives for various commercial and mixed use areas which outline the intended form and function of developments and uses within those areas. The following general policies have been identified as having direct relevance to accessory drive-through facilities.

With respect to functional transportation objectives

"To encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile." (Official Plan of the Burlington Planning Area (2013) – Part 2, Section 3.2.1 (d))

With respect to 'Major Retail Area' objectives:

"To minimize the impact of retail and other service [commercial] development on adjacent lands [sic] uses and on the traffic carrying capacity of the local roads." (Official Plan of the Burlington Planning Area (2013) – Part 3, Section 4.2.1 (c))

With respect to 'Mixed Use Activity Area' objectives:

"The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development." (Official Plan of the Burlington Planning Area (2013) – Part 3, Section 5.2.2 (d))

Burlington's Zoning By-Law 2020

The current Zoning By-Law contains limited regulations regarding the development of drive-through facilities which are provided in conjunction with a restaurant use. These regulations include:

- Prohibiting restaurant drive-throughs in the Downtown;
- Requiring setbacks for intercom speakers and exterior conveyor pick-up systems from residential zones; and
- Providing landscaping for drive-throughs adjacent to a roadway.

The Zoning By-Law currently defines drive-through facilities as:

“The uses of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or a window or an automated machine, to persons remaining in motorized vehicles that are in a lane designated for that purpose” (Burlington’s Zoning By-Law 2020 – Part 16, Page 10)

Through this review it was noted that despite the existing definition of drive-through facilities, current Zoning By-Law regulations only apply to drive-through facilities associated with a restaurant use and do not apply to drive-throughs associated with any other commercial use such as a financial institution. However, as drive-throughs have the potential to be associated with a broad range of commercial uses, this report will address drive-throughs in the context of being a potential accessory to any primary use.

Commercial Strategy Study Proposal

The Commercial Strategy Study identified accessory drive-through facilities as an aspect of commercial development which has the potential to impede the transition of some areas into pedestrian-oriented destinations. As a result, the study proposed incorporating the following policies into the Official Plan:

- Restrict drive-throughs associated with all uses within the following areas:
 - Urban Centres (Downtown and Uptown);
 - Urban Corridors (except along Fairview Street);
 - Neighbourhood Centres; and
 - Neighbourhood Corridors; and
- Develop policies which would allow the City to provide additional design guidelines for drive-throughs.

Staff reviewed the proposal of the Commercial Strategy Study to restrict the development of drive-through facilities in most commercial/mixed use areas of the city. Given the highly variable function and scale of the city’s commercial/mixed use areas, staff found that a single city-wide limitation for these areas would be overly restrictive at this time. As a result, staff undertook a separate review to develop a more refined and balanced approach regarding the regulation of drive-through facilities in the city. Staff’s analysis and the recommended policy directions are discussed in Sections 2.0 and 3.0 respectively.

Case Studies

A review of Ontario municipalities identified several examples of municipal Official Plans and/or Zoning By-Laws which contain specific policies regarding the development of drive-through facilities. There have also been examples of Official Plan policies and/or Zoning By-Law regulations for drive-through facilities being appealed to the Ontario Municipal Board (OMB). In most cases, these appeals have been addressed through settlements prior to a decision being issued by the OMB.

However, in 2004, the OMB upheld zoning regulations in the City of Toronto which prohibited the development of drive-through facilities in residential zones, mixed use zones which permit residential uses and the designated central areas of Toronto and the former municipalities of East York, Etobicoke, North York and Scarborough (OMB Case #PL021072). In the Board's findings, the decision to uphold the City's limitations on drive-throughs was based in part on the City's characterization of drive-throughs as a separately defined and permitted use in the City's Zoning By-Law and notes that "...the Board does not accept the position of the appellants that...drive-through impacts could be mitigated and that not all drive-through facilities will result in impact in an area zoned for mixed-use...". The Board further noted that in cases where a site could accommodate a drive-through without impacts on sensitive land uses, council could consider site-specific amendment(s) based on the individual characteristics of a site.

2.0 Planning Analysis

Defining Drive-Throughs

Accessory drive-through facilities (referred to as 'drive-throughs') are provided in conjunction with a primary use, such as a restaurant, financial institution or pharmacy in order to provide an additional convenience amenity which targets and attracts a specific market, automobile drivers. This amenity is not a defined element of any use within Burlington's Official Plan or Zoning By-Law and is considered an accessory which is not integral to the function of a primary use. This approach provides a high level of flexibility to permit a broad range of uses, particularly commercial uses, across a range of commercial, employment and mixed use areas of the city each with their own unique vision and purpose.

While drive-throughs are not an integral element of a use, the addition of a drive-through can result in distinct land use and built form impacts which may result in a permitted use adopting a form and function which does not reflect the overarching vision and objectives for an area as established through the Official Plan (e.g. areas defined as being pedestrian and transit oriented or areas which are intended to promote mixed use developments and require a high level of compatibility between a range of uses).

As a result, Official Plans may provide specific direction to permit or limit the development of drive-throughs to ensure that uses are developed in a manner which responds to the context and intended function of an area. In Zoning By-Laws, drive-throughs may be identified as a unique and defined land use activity independent of a primary use in order to reflect the distinct impacts which may be associated with the addition of a drive-through regardless of the primary use to which it is an accessory.

Existing Drive-Throughs in Burlington

Drive-throughs are currently present throughout Burlington and are located across a wide range of commercial, employment and mixed use areas. An inventory of existing drive-throughs, on sites not associated with a gas station, conducted in February 2014 (updated December 2014) identified approximately 50 drive-throughs currently in existence across the city. Thirty-four (68%) of these drive-throughs were associated with a food service use while 14 (28%) were associated with a financial institution use. The two (4%) remaining drive-throughs were not in operation at the time of this report. A map of the above inventory is provided in Map 1, on page 17, of this report.

Planning Considerations

The addition of a drive-through can result in changes to the form of a primary use and result in new considerations which could potentially render an otherwise permitted use as no longer compatible with other uses in the area. However, it is important to note that the goal is not to limit the primary use, but rather to ensure that the primary use adopts a form which will be compatible with other uses and the intended objectives of an area. These concerns are particularly acute in areas of the city which are intended to accommodate a majority of the city's future intensification and redevelopment activity over the near and long term, including the Downtown, Uptown, the Plains Road/Fairview Street corridors and Mobility Hubs. These areas are generally characterized as:

- Accommodating higher intensity, mixed use developments including residential uses;
- Being located on or in close proximity to, major transit hubs and transit routes;
- Placing a greater emphasis on pedestrian-oriented accessibility and safety; and
- Providing an alternative to the traditional suburban style of developments.

Based on the characteristics of these areas, staff identified the following concerns regarding the future compatibility of drive-throughs:

- a) Built Form – Common attributes of drive-throughs include vehicle laneways, vehicle stacking areas and on-site vehicle circulation. These attributes, both individually and collectively, can result in a lower-intensity development where

the majority of the site is dedicated to hard surface areas which facilitate automobile activities/movement. This built form promotes the under-utilization of lands and is contrary to the objectives and vision for intensification areas in the city.

- b) Sustainable Transportation/Environment – Drive-throughs facilitate and promote the continued use of automobiles to access an area or site. In areas intended to accommodate future intensification and mixed use developments, the primary objective is to promote the use of sustainable transportation options to access services. This is intended to reduce potential traffic congestion and limit the potential for increased air pollution in these high growth and mixed use areas. The on-going proliferation of drive-throughs in mixed use intensification areas would perpetuate the continued use of automobiles to access uses and attract auto-oriented traffic to these areas. This would limit the ability to promote sustainable forms of transportation, increase air pollution and impede the development of these areas into pedestrian and transit-oriented environments.
- c) Traffic/Transportation – Queued traffic associated with drive-throughs has the potential to spill back from the stacking lane and interfere with on and off-site circulation and traffic operations. In addition, the increase in the overall number and frequency of automobiles accessing a single site can increase the potential for negative interactions between automobiles and other forms of transportation including pedestrians and cyclists particularly in urban areas.
- d) Mixed Use Compatibility – The presence of a drive-through can have a substantial impact on the ability to achieve the successful integration and compatibility between a wide range of uses within a single development. In multi-storey, mixed use developments, the activities associated with a drive-through can result in negative impacts for uses located adjacent to, or above, the drive-through, particularly with respect to more sensitive land uses, such as residential. Potential negative impacts of drive-throughs which must be considered in these developments include:
 - noise associated with vehicles accessing/using drive-throughs during the day and night;
 - noise from drive-through intercoms; and
 - the intake of vehicle emissions from idling vehicles through windows located adjacent to, or above, the drive-through.

In other areas, such as neighbourhood-oriented commercial centres and employment areas, drive-throughs have a greater potential to be accommodated in the interim due to

the existing auto-oriented nature of these areas and the limited presence and/or permissions for on-site residential uses. These areas also characteristically contain larger site areas which are better able to accommodate the added vehicle movements and lane stacking necessary to limit impacts on public roads and on-site circulation. In addition, the continued presence of drive-throughs in some areas of the city will ensure that people with difficulty accessing services without leaving an automobile, such as those travelling with children or persons with limited mobility, will continue to have the opportunity to access drive-through facilities.

However, as the city's existing neighbourhood-oriented commercial areas intensify and evolve into mixed use areas over time, the continued proliferation of new drive-throughs in these areas should be reviewed.

Regulating Drive-Throughs by Geographic Area of the City

Based on the high degree of incompatibility between the presence of drive-throughs and the intended form and overall function of the City's key mixed use intensification areas identified above, policy directions should focus on the limitation of new drive-throughs in these areas. However, due to the pre-existing nature of drive-throughs in most areas of the city, policies should settle on limiting the development of new drive-throughs and maintain permissions for existing drive-throughs in intensification areas.

While the considerations above have potential applicability across a wide range of areas in the city, staff recognize that there continues to be a demand for the development of new drive-throughs, particularly suburban commercial and employment areas as discussed in the Planning Consideration section of this report. Therefore, commercial and employment lands located outside of the Downtown, Uptown, Plains Road and Fairview Street corridors and Mobility Hubs should continue to be provided the opportunity to accommodate drive-throughs, subject to the development of criteria which ensure that the amenity will achieve a high level of urban design and functionality and minimal negative impacts. Staff will be engaging with the drive-through stakeholders to further develop these criteria as detailed through Policy Direction B in Section 3.0 of this report.

However, as the city continues to grow in place and as more areas intensify and redevelop into mixed use areas, future consideration should be given to the limitation of new drive-throughs in all commercial/mixed use areas of the city as part of future Official Plan reviews.

3.0 Policy Directions

Through staff's review of the proposals contained in the Commercial Strategy Study and the City's existing planning policies and regulations, it was concluded that a

comprehensive planning approach to the future development of drive-throughs should be undertaken as part of the current Official Plan Review. The primary focus of the review would be the development of policy directions to address the following:

- Minimize impediments that drive-throughs may present to the successful integration and development of mixed use buildings in key intensification areas;
- Encourage commercial uses with a form and function that promotes the use of alternative transportation options including walking, cycling and transit; and
- Promote the development of commercial and mixed use areas which will generally contribute to the development of healthy, sustainable and attractive neighbourhoods.

The Commercial Strategy Study recommended a policy approach which imposed a broad city-wide limitation on the development of new drive-throughs. However, staff is of the opinion that a city-wide limitation is not appropriate at this time and would not take into account the possibility for some commercial and employment areas to adequately accommodate new drive-throughs. In addition, staff's review of previous case studies regarding proposals for city-wide limitations for drive-throughs in other Ontario municipalities demonstrated the need to pursue a strategic and reasoned direction which balances the objectives for key intensification areas with the concerns of drive-through businesses and developers.

Therefore, staff is recommending a refined and phased approach to the introduction of drive-through limitations as outlined below.

Policy Direction A:

Prohibit the development of new accessory drive-through facilities in the following mixed use intensification areas:

- **Downtown** (including precincts and Urban Growth Centre boundary areas);
- **Uptown;**
- **Plains Road Corridor** (between the QEW and Aldershot Mobility Hub study area);
- **Fairview Street Corridor** (between the QEW and Appleby Mobility Hub study area); **and**
- **Mobility Hubs** (Aldershot, Appleby and Burlington study areas).

Visual approximations of the above areas are provided in Map 2, on page 18, of this report.

Prohibiting new drive-throughs in these areas will:

- Promote compact, high intensity, urban developments;
- Increase the overall compatibility of commercial uses with other sensitive land uses in the same building/development (such as residential);
- Retain the presence of commercial uses in a form which will serve the day-to-day and weekly shopping needs of residents located within, or in close proximity to, these areas;
- Promote pedestrian-oriented accessibility and safety; and
- Promote a development form where retail and service commercial uses are integrated within higher density buildings at street level.

As part of this policy direction, staff are recommending the following exceptions to Policy Direction A:

- 1) Drive-throughs which currently legally exist in the above areas should continue to be permitted and not be subject to the above limitations including if/when the primary use is modified through expansion, renovation or change of use; and
- 2) Drive-throughs may continue to be permitted when provided as an accessory facility to a new or existing gas station and/or car wash in the above areas. This exception is intended to recognize the pre-existing function and nature of these sites to cater to auto-oriented traffic and the limited opportunity to integrate such uses into a mixed use format.

Drive-throughs permitted under the above exceptions would still be subject to any development and/or urban design criteria established as part of Policy Direction B. In addition, staff note that council may consider site specific Official Plan and Zoning By-Law amendment applications for drive-throughs on a site-specific basis where it is believed a drive-through can be reasonably accommodated in conjunction with an existing permitted use.

Policy Direction B:

Continue to permit new accessory drive-through facilities in commercial, mixed use and employment areas not identified as intensification areas in Policy Direction A subject to specific design and site plan considerations.

Visual approximations of the above areas are provided in Map 2, on page 18, of this report.

Through this direction, staff is recommending that a set of design and site plan considerations be developed to improve the general design and functionality of drive-throughs in areas where they may continue to be permitted. These considerations will be in the form of Official Plan policies and implemented as part of the Site Plan review process. These policies will generally be developed to minimize impacts of drive-throughs on the following:

- Congestion, traffic flow and site circulation on private and public roadways through the provision of adequate vehicle stacking lanes;
- Efficient vehicular access/egress to and from the site;
- Adjacent land uses;
- Safe and efficient pedestrian access to and from the site; and
- Visual impacts on the character of an area or streetscape.

As part of the Commercial Strategy Study, a set of preliminary urban design guidelines were provided with respect to drive-through developments. These guidelines address various drive-through design elements including the location and orientation of drive-throughs, building placement, the maximum number of drive-through lanes on a site and functional design considerations such as providing adequate vehicle stacking areas. Staff propose to review these guidelines in collaboration with key stakeholders including drive-through businesses and developers. The final design criteria will then be incorporated as part of the final Official Plan Amendments to be delivered for council consideration in Q4 of 2015.

4.0 Stakeholder Consultation

In January 2014, staff invited representatives of drive-through businesses and developers operating in Burlington, and their associations, to participate in consultation regarding the development of new Official Plan policies for drive-throughs.

On February 18, 2014 a meeting was held with drive-through representatives who responded to the invitation including those from food service and banking industries, the development industry and the representative of the Ontario Restaurant Hotel and Motel Association (ORHMA). At this meeting, the proposals of the Commercial Strategy Study for drive-throughs were presented and discussed along with staff's own analysis and potential options for future policy directions as part of the Official Plan Review.

Key comments and discussion items provided by drive-through representatives were captured under the following themes:

- Would existing site plan approvals for drive-throughs which have not yet been constructed be impacted?;

- Will development applications for drive-throughs submitted, but not yet approved, be impacted if Official Plan amendments are approved and enacted prior to final approval of applications?;
- What is the concern/harm that sets drive-throughs apart from other commercial uses?;
- Prohibition not needed as design guidelines and restrictions can achieve the desired outcome in areas such as the downtown;
- Concern regarding the use of the Official Plan to address drive-through limitations as opposed to the Zoning By-Law;
- Industry is not seeking special treatment, only a balance; and
- Intensification will minimize opportunities for drive-throughs.

Attendees were provided until March 31, 2014 to provide formal written responses regarding the information presented. Copies of correspondences received from meeting representatives and the general public submitted before March 31, 2014 are provided in Appendix A.

In response to a notice to meeting attendees regarding a forthcoming council workshop for Commercial Lands held on July 7, 2014, additional correspondence was submitted and have been provided in Appendix B.

Appendix C contains correspondences which were received as part of the broader commercial lands review and which contained specific comments related to drive-throughs.

5.0 Strategy/Process

Subject to council endorsement of the proposed policy directions, staff will immediately undertake the following:

- Policy Direction A – Begin drafting policies to implement the policy direction as outlined in this report; and
- Policy Direction B - Immediately begin engagement with representatives of drive-through businesses and developers to review the Commercial Strategy Study's proposed urban design guidelines for drive-throughs and develop a final set of design criteria for inclusion in the Official Plan.

Draft policies developed in accordance with these directions will be subject to public consultation and comment as part of the broader approval process for the final Official Plan amendments, including a public open house and council consideration, currently scheduled for Q4 2015.

6.0 Options Considered

Staff initially considered implementing the proposal of the Commercial Strategy Study to no longer permit drive-throughs in most commercial/mixed use areas of the city. However, upon staff's review of the varied impact such a proposal would have on the different commercial/mixed use areas of the city, the feedback from stakeholder engagement and the review of case studies from other Ontario municipalities and the Ontario Municipal Board, it was determined that a more refined and strategic approach was necessary.

The directions proposed as part of this report represent a balanced approach that limits the development of new drive-throughs in strategic mixed use intensification areas based on the vision and objectives of the Official Plan while retaining the opportunity to develop drive-throughs in a majority of the city. In addition, the directions in this report emphasize that drive-through limitations will only apply to the development of new drive-throughs and recognize the ability for existing drive-throughs in proposed limitation areas to continue to operate.

Financial Matters:

Source of Funding

Funding for further stakeholder engagement and public consultation regarding the directions contained in this report are anticipated to be accommodated within the existing OPR Capital Budget (OP0009).

Environmental Matters:

In 2004, the City enacted an anti-idling ordinance to limit unnecessary vehicle emissions to reduce greenhouse gas emissions and improve air quality in the city. This ordinance was further enhanced in 2009 through amendments which lowered the permitted idling time and removed temperature exemptions. Although motorists idling in drive-throughs are currently exempt from the ordinance, any new limitations on the development of drive-throughs in Burlington would further support the objectives of the ordinance to improve air quality in the city.

The Burlington Sustainable Development Committee has been advised of this report and will be consulted as part of staff's on-going development of Official Plan policies for drive-throughs.

Public Engagement Matters:

Staff will begin engagement with representatives of drive-through businesses and developers to develop a set of drive-through design and site layout criteria in accordance with staff's Policy Direction B.

The draft Official Plan policies resulting from the directions contained in this report will be the subject of public review and comment as part of the broader approval process of the final Official Plan amendments, including a public open house and final council consideration, currently scheduled for Q4 2015.

Conclusion:

Staff has concluded that the proposals contained in the Commercial Strategy Study for drive-throughs should be modified to respond to the concerns of stakeholders and to recognize long-term evolution of some commercial areas of the city.

Staff has recommended policy directions which will limit the development of new drive-throughs in key, mixed use intensification areas while continuing to permit the opportunity for new drive-throughs in all other areas subject to the development drive-through design and site layout criteria.

Respectfully submitted,

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Appendices:

- a. Comments received in response to Drive-Through Stakeholder Meeting provided prior to March 31, 2014.
- b. Comments received in response to the Commercial Lands Council Workshop held on July 7, 2014.
- c. Comments received regarding the Commercial Strategy Study with references to drive-throughs.

Notifications: (after Council decision)

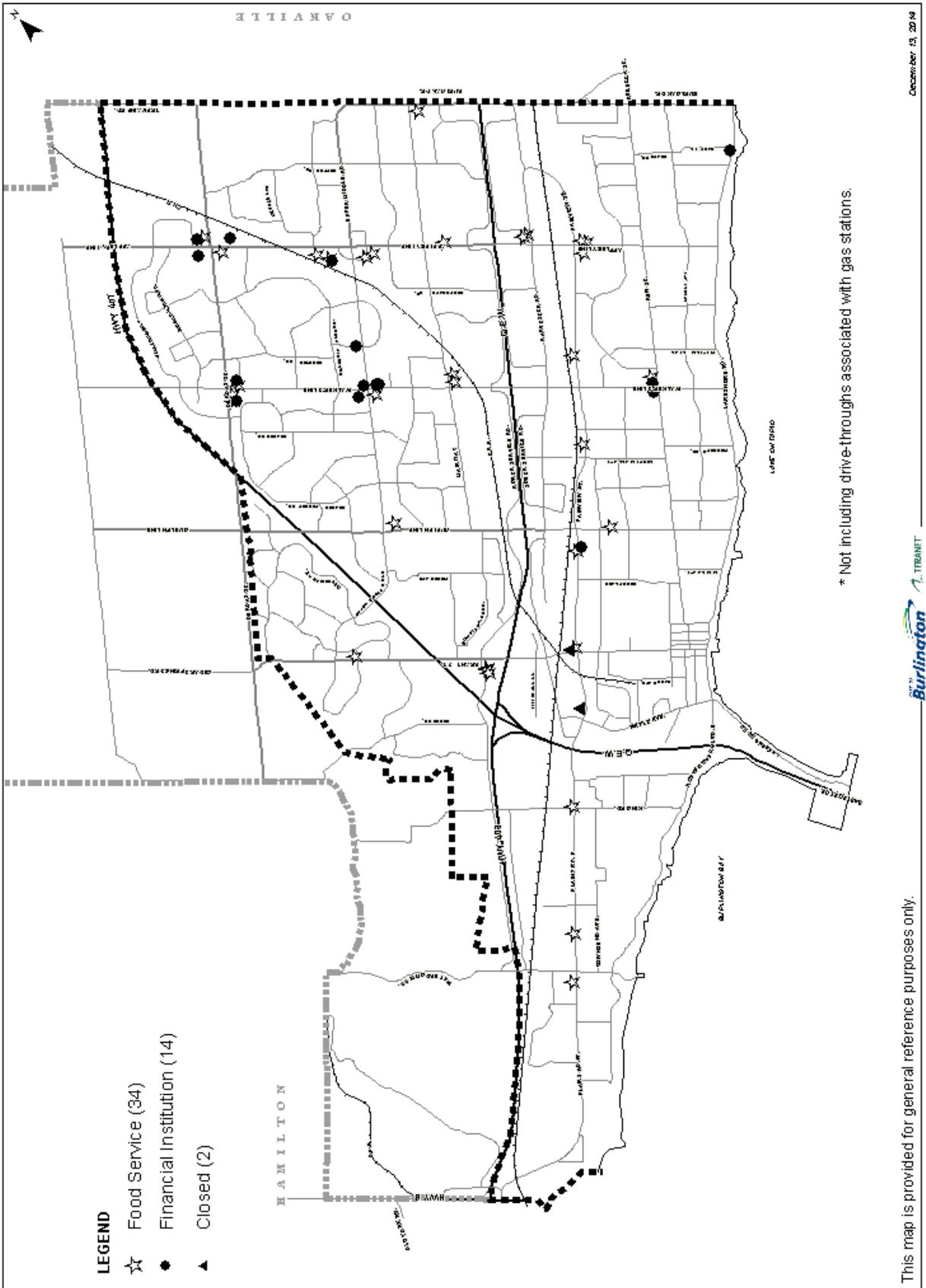
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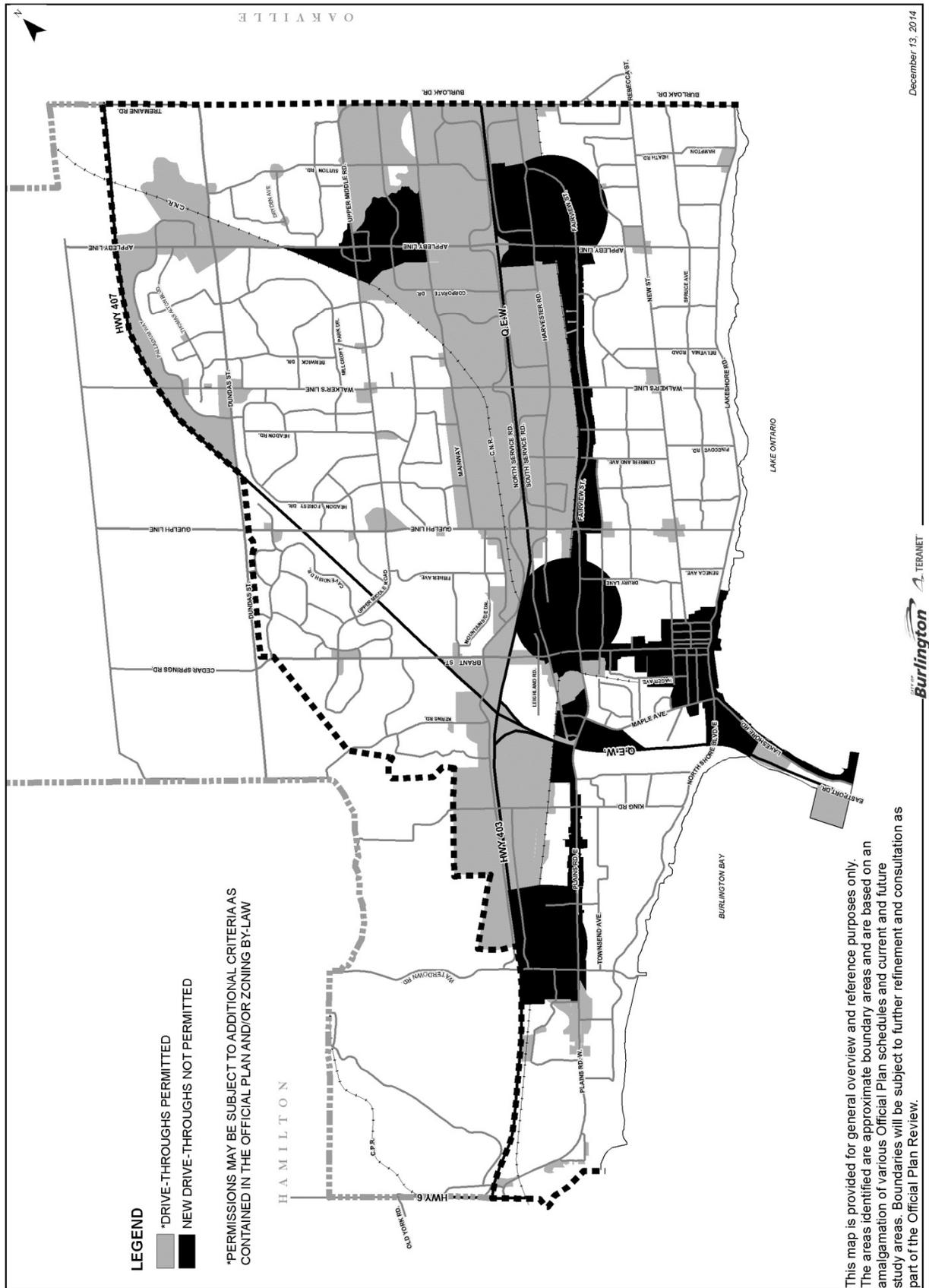
Bruce Krushelnicki, Director of Planning and Building
Nancy Shea Nicol, Director of Legal Services & City Solicitor
Scott Stewart, General Manager of Dev. and Infrastructure
Pat Moyle, Interim City Manager

Reviewed by:

Map 1: Burlington Drive-Through Inventory (Updated December 2014)



Map 2: Proposed Drive-Through Permission Areas



This map is provided for general overview and reference purposes only. The areas identified are approximate boundary areas and are based on an amalgamation of various Official Plan schedules and current and future study areas. Boundaries will be subject to further refinement and consultation as part of the Official Plan Review.