

OFFICIAL PLAN

AMENDMENT NO. 49

(OFFICE CONSOLIDATION)

WORD PROCESSOR VERSION
0277s & 0278s
1987 - March

The Recognized Official Plan for the Burlington Planning Area is Amendment No. 49, approved by the Ontario Municipal Board on June 16, 1971. This document has been updated by the Planning Department by incorporating the subsequent Amendments to the Recognized Official Plan which have been approved by the Minister of Municipal Affairs and Housing up to March 1987.

THIS IS AN OFFICE CONSOLIDATION ONLY

The official copies of the Amendments are available in the Clerk's Department of the City of Burlington.

NOT INCLUDED IN TEXT

- AMENDMENT NO. 81
- approved by Ministry of Municipal Affairs and Housing with sections referred to O.M.B. August 24, 1978
 - latest approval in part August 7, 1984
 - latest amendment to Amendment No. 81 is Amendment No. 118, Kilbride Secondary Plan, approved in part and with modifications December 17, 1984

PARKWAY BELT WEST PLAN - takes precedence over Amendment No. 49 in the designated areas.

I, N. Orr-Ewing certify that this is the Duplicate Original of Amendment No. 49 to the Official Plan of the Burlington Planning Area as adopted by the Council of the Corporation of the Town of Burlington on the 14 day of July, 1969.

N. Orr-Ewing
Secretary of the Planning Board

OFFICIAL PLAN
of the
BURLINGTON PLANNING AREA
Amendment No. 49

The explanatory text, constituting Amendment No. 49 to the Official Plan of the Burlington Planning Area, was prepared by the Burlington Planning Board and was recommended to the Council of the Corporation of the Town of Burlington on the 12th day of June, 1969.

W. Chilton
Chairman

N. Orr-Ewing
Secretary

PLANNING
BOARD
SEAL

This Amendment was adopted by the Corporation of the Town of Burlington by By-law No. 3788 in accordance with Section 11 of the Planning Act, on the 14th day of July, 1969.

W. Chilton
Mayor

W. Chilton
Deputy Clerk

COUNCIL
SEAL

This Amendment to the Official Plan of the Burlington Planning Area, which has been recommended by the Burlington Planning Board and adopted by the Council of the Town of Burlington, is hereby approved in accordance with Section 12 of the Planning Act, as Amendment No. 49 to the Official Plan of the Burlington Planning Area.

Date _____

Minister of Municipal Affairs

THE CORPORATION OF THE TOWN OF BURLINGTON

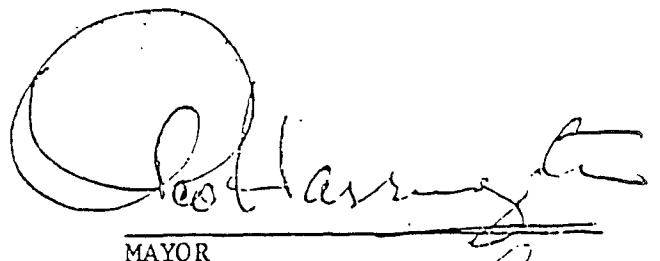
BY-LAW NUMBER 3788

A By-law to authorize the Mayor and Clerk
to sign Amendment Number 49 to the Official
Plan.

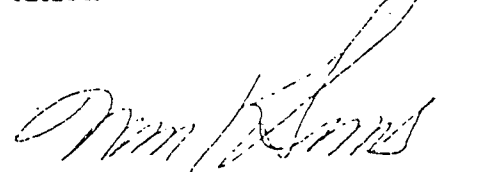
THE COUNCIL OF THE CORPORATION OF THE TOWN OF BURLINGTON
IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, HEREBY
ENACTS AS FOLLOWS:

1. THAT Amendment Number 49 to the Official Plan of the
Burlington Planning Board is hereby adopted and the Mayor and
Clerk are hereby authorized to sign the said amendment.
2. THAT the Clerk of the municipality is hereby instructed
to make an application to the Minister of Municipal Affairs for
approval of the aforesaid Amendment Number 49 to the Official
Plan.

ENACTED AND PASSED by a majority of two-thirds of all
the members of Council this 14th day of July, A.D., 1969.



MAYOR



CLERK

AMENDMENTS TO THE OFFICIAL PLAN OF THE BURLINGTON AND SUBURBAN PLANNING AREA - LATER, AFTER EAST FLAMBOROUGH AND WATERDOWN HAD JOINED THE HAMILTON-WENTWORTH PLANNING AREA, KNOWN AS THE BURLINGTON PLANNING AREA. (AMENDMENTS 18, 19, 22 ARE NOT LISTED - THEY ARE EAST FLAMBOROUGH AND WATERDOWN AMENDMENTS, WHICH ARE NOW IN THE HAMILTON-WENTWORTH OFFICES.)

No. 17	- The Official Plan	21 May 63 OMB
No. 20	- Stelco Research Centre	28 May 63
No. 21	- Tyandaga	9 Oct 63
No. 23	- Non-conforming Uses	15 Jan 64
No. 24	- Brant Street Widening	14 Feb 64
No. 25	- Parking Lots, Central Business District	15 Jun 64
No. 26	- Policy re: High Density Uses	10 Aug 64
No. 27	- CUNA & Commercial Uses in Industrial	14 Sep 65
No. 28	- Joe Borsellino Store	Withdrawn
No. 29	- Cambridge Shopping Centre	10 Nov 66
No. 30	- Official Consolidation	11 May 65
No. 31	- Holland Motors	17 Jun 65
No. 32	- Office Building in an Industrial Area	7 Sep 65
No. 33	- Industrial, Upper Middle Road and Walkers Line	10 Jun 66
No. 34	- Land Separation Policy	18 Aug 67
No. 35	- Aldershot Antique Shop	16 Sep 66
No. 37	- Deletion of High Density Uses, Lakeshore Planning District	Refused
No. 38	- Burlington Beach Strip	See Amd.52
No. 39	- Industrial Conc. II, S.D.S.	23 Dec. 66
No. 40	- Settlement Areas & Local Improvement Line	18 Aug 67
No. 42	- Commercial in Industrial; Definition of Neighbourhoods, Etc.	1 May 67
No. 43	- Gasoline Service Stations	28 Sep 67
No. 44	- Off-Street Parking, C.B.D.	29 Jun 67
No. 45	- Consolidation - Office Use Only - Not Officially Approved	
No. 46	- Nelson Planning District, South Portion	30 Apr 68
No. 47	- Hwy. Commercial, Guelph Line, Community Core, Brant Street	24 Apr 68

No. 48	- Research Centre, Escarpment	8 Mar 68
No. 49	- Overall Amendment	16 Jun 71 OMB
No. 50	- Shoreline Protection Policy, Brant Inn	20 Mar 69
No. 51	- North Half Lots 1-5, Conc. 2 S.D.S. (Industrial)	Withdrawn
No. 52	- Beach Strip - replacing Amd. No. 38	6 Aug 69
No. 53	- Official Plan & By-Law Into Conformity	16 Jun 71 OMB
No. 54	- Kilbride, Metal Fabricating Ext.	10 Dec 70
No. 55	- Development Area Policies; Explantion of "T"; Corrects Palmer Community	16 Jun 71 OMB
No. 56	- East of Kerns Road, Change Residential to Greenway	16 Jun 71 OMB
No. 57	- North of Greenwood & East of Earl Crescent, Medium and High Density to Low Density	16 Jun 71 OMB
No. 58	- South Side New Street, Fronting General Brock School	15 Sep 72
No. 59	- R. Tindale	Withdrawn
No. 60	- Halchuk	12 Jan 73
No. 61	- Severance Policy, Extension for Two Years to Jan. 1, 1974	15 Sep 72
No. 62	- Coral Park	Refused
No. 63	- CUNA	7 Dec 72
No. 64	- Monsignor Estates, Conc. 1 N.S.	1 Jun 73 OMB
No. 65	- Ireland Estates	12 Dec 72
No. 66	- Job's Lane	
No. 67	- Leighland Community	9 Aug 73
No. 68	- District Centre Re-Designation, Highway No. 5 & Guelph Line	OMB Order 12 Sep 73
No. 69	- Residence and Training Centre for the Mentally Retarded, Headon Road	20 Jun 73
No. 70	- Re-Designation of Approximately 36 ac Land From Park & Golf Course to Residential Low Density, South of Tyandaga Park Drive	OMB Order 12 Sep 73
No. 71	- "D" to "CH" - Canadian Tire, Fairview St.	29 May 73
No. 72	- Shell Property, Burloak Drive and New St.	OMB Dec. 20 Apr 72

No. 73	- Tyandaga Park Development, Kerns Road Approval by OMB Order 17 Aug 72 Appeal by Municipality	
No. 74	- "D" to Residential Low Density - North Greenwood Drive, West of Francis Road	17 Sep 73
No. 75	- Catholic Cemetery, Snake Road	31 May 76
No. 76	- Headon Community	14 Jul 78 OMB
No. 77	- Industrial - Clarify Commercial Uses Permitted and Include Recreational	16 Dec 73
No. 78	- Tyandaga Golf Course - Part Golf Course Lands To Residential Low Density	11 Dec 73
No. 79	- Medium and High Density to Single Family N.W. Appleby Line and New Street	16 Apr 74
No. 80	- To Amend O.P.A. No. 61 - To Further Extend Land Conveyance Policy to January 1, 1975	29 Jan 74
No. 81	- Rural Area Policies	24 Aug 78 IN PART
No. 82	- Park and Open Space Dedication 1 Acre/120 Units	9 Mar 78
No. 83	- Land Severance	Withdrawn
No. 84	- Industrial Land Use Classification	18 Oct 79 In Part 30 Apr 81 OMB
No. 85	- Maple Community	20 Sep 78 OMB Decision (Oral)
No. 86	- Lands Under Water	20 Dec 76 OMB Dec 7 Sep 78
NO. 87	- Pinedale Estates - Stage 6	OMB Dec 13 Jul 79
No. 88	- Shell Property	Refused OMB 13 Jul 79
No. 89	- Tyandaga - Havendale Boulevard	OMB Dec 6 May 81
No. 90	- Legion Road	29 Aug 77
No. 91	- C.B.D. Parking Policies	19 Apr 79
No. 92	- Glenwood School Drive	16 Jul 80
No. 93	- Chaparral	OMB Dec 11 Jul 80
No. 94	- Gardenview East	3 Mar 80

No. 95 - Gates Property	12 Aug 80
No. 96 - Greenwood Drive	24 Nov 80
No. 97 - Tindale Property	26 May 80
No. 98 - East Waterdown Road (pit)	7 May 81 IN PART 29 Jul 81
No. 99 - Legion Road	4 Dec 80
No. 100 - Metric Conversion of Official Plan	14 Mar 80
No. 101 - Parkway Belt West Plan	26 Aug 80 MODIFIED
No. 102 - West Waterdown Road (Howard Property)	15 Dec 80
No. 103 - Metric Conversion of Amendment No. 81 (Rural)	15 Dec 80
No. 104 - Gardenview West	6 Jul 82
No. 105 - Mausoleum Area	20 May 83 IN PART
No. 106 - Park Dedication	25 Jul 80
No. 107 - Brant Street and Highway No. 403 Properties Ltd.	WITHDRAWN
No. 108 - Release of Parkway Belt West Regulation Area (portion)	7 Aug 84 IN PART
No. 109 - Release of Parkway Belt West Regulation Area (portion)	7 Aug 84
No. 110 - Regional Waterfront Conformity Plan	
No. 111 - Nelson Community Core	20 May 83
No. 112 - Development Area Policies and Interim Control Measures	
No. 113 - Cockshutt - Delete Special Agriculture	19 Oct 83
No. 114 - Transportation Policy	24 Jun 85 IN PART MODIFIED
No. 115 - Circulation Procedures	15 Jan 85 MODIFIED
No. 116 - Site Plan Control	28 Jun 85
No. 117 - Rose Community	27 Feb 86
No. 118 - Kilbride Secondary Plan	17 Dec 84 IN PART MODIFIED
No. 119 - Pineridge Developments Ltd.	4 Jun 84
No. 120 - Hunting Estates Leaseholds Ltd.	1 Apr 86
No. 121 - Petro Canada (N.W. Appleby Line and Highway No. 5)	25 Apr 84

No. 122 - Maintenance Policies	5 Apr 84
No. 123 - Community Improvement Policies	3 Oct 84
No. 124 - Tyandaga North Development Plan	28 Feb 85
No. 125 - N.W. Fairview Street and Maple Avenue (Commercial)	29 Jan 85
No. 126 - Staging Policies	21 Jan 87
No. 127 - Highview Community	
No. 128 - Oakville Dominion Furniture	Withdrawn
No. 129 - Glenwood School Site	28 Jan 87
No. 130 - Medad Forest Park (Shepherd Campground)	
No. 131 - Walkers Holdings	
No. 132 - Genstar/Stelco Property	04 Feb 87
No. 133 - George Wimpey Canada Ltd./Headon Community	
No. 134 - Wellington Square School Site	
No. 135 - Laboc Holdings Inc.	
No. 136 - Burlon Centre Inc.	

Amendment No. 49 To The Official Plan
of the Burlington Planning Area

A. Purpose of the Amendment:

- To up-date the Town's existing Official Plan in order that new land use concepts and urban development policies inherent in the Municipality's new consolidated Zoning By-law are not in conflict.
- To prove both current and long range development policies for the Municipality for the next 10 to 15 years.
- To consolidate and include all modifications made to Amendment No. 30, the Operative Official Plan as approved by the Minister of Municipal Affairs on the 11 May 1965.
- To make this Amendment the Operative Official Plan of the Municipality.

B. Background to the Amendment:

1. The present Operative Official Plan has been amended a significant number of times.
2. The Official Plan is presently implemented by three differing Zoning By-laws with each in turn covering a certain section of the municipality. The By-laws have been amended on a large number of occasions.
3. Because of the large number of By-laws, with their diverse and out-dated regulations, difficulties with respect to administration and interpretation have resulted.
4. This situation has been resolved by a new Consolidated Zoning By-law. During the processes of consolidating the existing Zoning By-laws, the land uses were examined and up-dated in the light of current and future developments and projected growth, with the result that certain parcels of land in the proposed consolidated By-law were in conflict with the existing Official Plan.
5. Therefore, the consolidated By-law, with its new zoning map and regulations, was in terms of time further advanced in future land uses than the Official Plan, which the Consolidated By-law is implementing.
6. In order to make both documents conform, it has been necessary to review and amend the Official Plan, the result being this Amendment, No. 49, to the Official Plan.

C. Particulars of the Amendment:

1. The general structure and format of the present Official Plan is retained in this Amendment.
2. The policies with respect to basic overall urban development concepts are not changed, nor are there new major policies added to the Plan which would adversely affect the overall planning concepts.

3. The changes that have taken place are those that clarify, expand, delineate a land use boundary, a land use, policy, or a regulation. In the light of present studies and long range concepts, policies have been more accurately explained, defined or amended. An example would be where the old Official Plan maps indicated "Residential Low and Medium Density". This has been changed to "Residential Low Density" in this Amendment. Similarly, "Residential High Density" on the old Official Plan maps has been changed to "Residential Medium and High Density".
4. Contained within the urban area of the Town are certain areas which will be developed within the time period of the Plan, but not in the immediate future. These areas will be defined and designated as Development Areas. From time to time, as urban development encroaches upon these areas, land use plans will be developed for each area and included into the Official Plan as future amendments. During the interim period development will not be permitted in such areas until development policies are established.
5. Incorporated in this Amendment are a number of new overall Official Plan maps. To show each individual change on the old maps would be too cumbersome and confusing. Therefore a number of new revised Official Plan maps are included which would supersede and consolidate a majority of the existing Official Plan maps.
6. The following approved Amendments are added to Amendment No. 30, the Operative Official Plan of the Town and are included and consolidated in this Amendment:
 Amendments Nos. 29, 31, 32, 33, 34, 35, 39, 40, 42, 43, 44, 46, 47, 48, and 50.
7. The present Operative Official Plan, which consisted of three separate books, will be consolidated into one document and will consist of the following two parts:

- Part 1: The Principles of the Amendment
- Part 2: The Official Plan Maps.

Book No. 3 of the existing Operative Official Plan, which included The Staging Programme, Major Roads Programme, and Population Programme, is deleted in its entirety.

D. DETAILS OF THE AMENDMENT:

The following pages and maps constitute Amendment No. 49, which now becomes the Operative Official Plan of the Town of Burlington.

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AMENDMENT NO. 49

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| MAP NO. 2 | - | FUTURE PREDOMINANT LAND USE
BURLINGTON URBAN AREA |
| MAP NO. 3 | - | MAJOR ROADS PROGRAMME
BURLINGTON URBAN AREA |
| MAP NO. 4 | - | COMMUNITY IMPROVEMENT POLICY AREAS |

AMENDMENT NO. 81

- | | | |
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PRINCIPLES OF THE AMENDMENT

A. INTRODUCTION

This Amendment constitutes the new Official Plan policy for the urban area of the Town of Burlington and incorporates the existing criteria and policy with respect to the rural area and as such acts as a guide for development for the Planning Board, Council, Citizens of Burlington, and all other interested persons so affected.

It is proposed that a study of the rural area will be undertaken as soon as is practical, and which may result in a further amendment with respect to such area before the established review period as hereinafter set forth.

Within this guide all private and public development that takes place must conform to the principles as established in this section.

B. GENERAL PROPOSALS

1. Interpretation of Boundaries

The boundaries concerning uses of land, as shown in this Amendment, are not intended to be fixed and therefore, in interpretation, these boundaries are flexible and subject to adjustments at time of implementation of the Plan, provided that the intent of the Plan is maintained. All numerical figures in the Plan should not be interpreted as absolute and rigid. Minor variations from them will be permitted provided that the intent of the Plan is maintained.

Moreover, since zoning regulations are intended to assist in the programming of development according to the policies set out herein, the zones established at earlier stages of development will not necessarily conform to the limits of the land use areas shown on the maps in the Official Plan which indicate the general pattern to be achieved at the end of the planning period.

2. Land Use Plan

2.1 Parkway Belt West Plan

The development of those lands in the Burlington Planning Area that are affected by The Parkway Belt West Plan shall be governed by the provisions of the Parkway Belt West Plan, July 1978 which forms part of the official plan, and in case of any discrepancy between The Parkway Belt West Plan and the remainder of this official plan, the provisions of The Parkway Belt West Plan shall prevail.

2.1.1 Regional, District and Highway Commercial Development

The following junction, namely: (a) the Queen Elizabeth Highway, Highway 403 and the proposed northerly extension of Highway 403; is recognized as a regional factor which provides an opportunity for Regional, District and Highway Commercial development of considerable importance and magnitude.

It is important that any commercial development be in proximity to and preferably with visibility from the Queen Elizabeth Highway, Highway 403, and Highway No. 5, and that such development will require good access to above major arteries, all in accordance with municipal and provincial Department of Highways regulations and specifications.

Having regard for Section B, General Proposals, Subsection 1 Interpretation of Boundaries, the general areas for such development are shown either by map symbol or written text policy.

There are several sites within the referred area which could satisfy the requirements for a Regional Commercial Complex.

2.2 Planning Districts

The Town of Burlington has been divided into ten Planning Districts, each being of various size and shape. Each has a separate identity, and can be identified as having an urban or rural character, or a certain physical or geographical feature.

The ten established Planning Districts are as follows:

(See Map No. 1)

South Aldershot	Tansley;
Wellington;	Mount Nemo;
Lakeshore;	Zimmerman;
North Aldershot;	Kilbride;
Nelson;	Lowville.

The Districts are the major analytical units of the Official Plan and provide the framework for detailed local planning of residential areas, shopping facilities, educational complexes, recreational and social services.

Each District will consist of a District Centre and a number of communities. However, one or more Districts may be served by one District Centre.

Each Urban Planning District is divided into communities and, where possible, communities have been divided into neighbourhoods for even finer planning analysis and land use proposals. Several communities are so small in area and population density that they form only one neighbourhood, thus these communities and neighbourhoods are the basic planning units and are to be of sufficient size to permit a population density which can support an elementary school-park combination, no specific

boundaries are to be located on the map. The general location of the neighbourhood centre, which contains at least the elementary school and park (as well as a few commercial uses which are generally listed below) and the general collector street proposals are plotted generally on the maps.

This is sufficient in new areas to indicate the general location of the neighbourhood without definitely giving it a boundary. Thus some neighbourhoods will be of different sizes from others, and will not be definitely bounded until development takes place.

- 2.2.1 The District Centre will be the focal point around which the life of each district will develop. The land and buildings will be so designed and grouped that they will produce a convenient and aesthetic arrangement. This will necessitate a need for special methods of implementation.

The following uses are contained within the District Centre:

Educational facilities;
Parks and associated recreational uses;
Municipal and quasi-municipal uses;
Religious and institutional uses;
Commercial uses;
Offices;
Residential uses of a low, medium and high density.

- 2.2.2 The Communities in any one district vary according to the size of the district. The communities are bounded by arterial roads or such natural features as creeks and ravines which, in some cases, will be treated as pedestrian greenways. They are formed on the basis that a group of related neighbourhoods will collectively require facilities at the community core. The Community Core has the same function as the District Centre to a lesser degree, and can contain similar uses.

- 2.2.3 The Neighbourhoods are residential areas, each of which is recognized as a unit by the fact that its population will be served by one elementary school-park combination. The elementary school-park combination and, in some cases, limited neighbourhood commercial uses such as a small local convenience outlet, but only if such commercial uses are deemed necessary as part of the well being and function of the neighbourhood, forms the Neighbourhood Centre. The above commercial uses and size will be governed by the location and proximity of the Neighbourhood Centre to other commercial areas, existing or proposed. The number of neighbourhoods in any one community varies according to the size of the community and population density.

- 2.3 Urban Districts:

The Lakeshore, South Aldershot, Nelson and Tansley Planning Districts are essentially the urban or residential districts which are grouped around the central urban Planning District known as Wellington. The remaining Planning Districts are rural with agriculture being a major use of land. These are discussed in more detail under Specific Proposals.

2.4

Town Centre:

The Wellington Planning District contains the Town Centre, comprising the civic, business and cultural buildings. The commercial, office and professional uses of land will generally surround the Brant Street to the Guelph Line areas. Residential development will be permitted. However, medium and high density residential development will be encouraged on the periphery of the central core. Certain areas will be retained in their present use and character, especially the older stable residential areas.

2.5

Settlement Areas:

The Settlement Areas designation applies to the old villages that once formed part of the old Township of Nelson, now part of the Town of Burlington, and to new areas within the agricultural area of the Town of Burlington where limited low density residential development will be allowed. This designation also recognizes a number of areas in the agricultural part of the Town that are fairly well built up because of old registered plans of subdivision.

The list of Settlement Areas is as follows:

Alfred Harris Gardens;	York;
Village of Kilbride;	Central;
Mt. Nemo;	Lemonville;
Lowville;	Coverdale;
Highview;	Salem.

This designation is used in order to give encouragement and inducement for orderly semi-urban development ranging around and out from an original urban focus, which will help discourage random non-farm development in the rural areas.

Settlement Areas are of two kinds:

First: Those in the rural area which are limited concentrations which may never have full services in the urban sense but where piped water will be available through the use of one or more communal wells. However, communal wells may not be required in the initial stages for small subdivisions, but will be necessary as development begins to fill in, and a sufficient source of water should be assured for a communal well if necessary and as development proceeds.

Second: Those which are limited concentrations in reasonable proximity to the urban areas and which are likely to have full services ultimately, by extension from the urban area. They will recognize the need for developing urban sub-divisions in rural areas and, by this recognition, will control such growth according to an overall plan.

5.

The Settlement Areas will designate certain lands for service commercial and institutional uses as well as residential growth on various lot sizes. There will be no actual maximum lot size but minimum lot sizes may vary between Settlement Areas depending on the County Health Unit requirements. Planned sub-divisions will be encouraged within defined development in conjunction with a proven communal well system or piped water.

Notwithstanding the intent that development of the Settlement Areas should proceed on the basis of a proven communal well system or piped water, limited development may be permitted on the basis of private wells, subject to the approval of the County Health Unit.

Each Settlement Area will be covered in more detail further on in the Official Plan text under Specific Proposals.

2.6

Residential Areas:

The Planning Districts of Lakeshore, South Aldershot, Nelson and Tansley will eventually be the residential areas surrounding the Town Centre. Older built-up areas will be retained in their existing uses as far as it is possible. Partially developed areas will be filled in with land uses compatible with surrounding uses. Higher density residential uses will be permitted adjacent to and near certain school-park combinations and commercial centres of the Regional, District or Community level and provided that such residential uses will have frontage along major arteries.

Within each Planning District the general location of the higher density residential areas has been designated on the maps. Areas that are not yet developed will be encouraged to develop on full services, with a full range of dwelling units. Residential development will be in direct relation to the provisions of all necessary services for the Planning Districts under discussion.

Density standards are set for each community as will be explained later in the text under Planning Districts. Family areas will be planned as the need arises within the neighbourhoods and which will fall broadly into three categories:

- (a) low density: ranging from 2.5 to approximately 25 dwelling units per net hectare and permitting predominantly single family home development. However, where good sub-division design and compatibility of uses are in accord, semi-detached, duplex, and/or triplex structures may be permitted and integrated within predominantly single family sub-divisions.

- (b) medium density: ranging from 26 to approximately 50 dwelling units per net hectare and permitting such uses as semi-detached dwellings up to and including terrace dwellings and three storey apartment buildings.
- (c) high density: ranging from 51 or more dwelling units per net hectare and permitting such uses as apartment structures three storeys and above.

Various types of housing will be apportioned to each of the neighbourhoods and communities to provide for the need as well as to provide for the life cycle of the total populations related to its structure; and means of implementation of density standards will seek to ensure variety, interest, and high aesthetic standards.

In general terms, communities will be characterized by mixed development of the various residential housing types; in general it will be likely that LOW DENSITY areas will be predominantly single family, semi-detached and duplex dwellings, MEDIUM DENSITY will be predominantly terrace housing, garden apartments, and HIGH DENSITY will be predominantly high rise apartments. The application of density standards to the development of an area can produce local variations provided the overall community standards are maintained.

The residential use of land shall mean that the predominant use of land in the areas so designated shall be for dwelling units of varying densities according to the proposals outlined above. This classification does not exclude from medium and high density areas other uses such as a day nursery, a medical practitioner, a home for the aged or a private nursing home and other personal service uses such as a lodge, fraternity or private club. It is the intention of this Plan that the above uses are located on the periphery rather than internally within a medium or high density designated area. Similarly, this classification does not exclude from a low density area such uses as a home occupation, a day nursery, a doctor or any other professional medical practitioner, as long as the above uses for low, medium and high density uses conform to the proposals of this Plan.

Such uses will be compatible with the surrounding area, serve the surrounding dwellings, and will in no way contribute to the depreciation and deterioration of the value and amenity of the area for dwellings, so that at all times the interests of the dwellings and the people so concerned are paramount.

Notwithstanding the foregoing, a special greenbelt residential area is established which is different from any other residential area and which will be developed according to special policies as set out under Section 1.5.9.1 (TYANDAGA COMMUNITY).

High and medium density land use designations, as shown on the Official Plan maps and as referred to in various sections of the Official Plan, will allow high and medium density type residential structures.

Inherent in the total aspect of residential development will be the concept of encouraging composite multiple residential development in designated medium and high density residential areas.

Composite development is generally described as the siting and planning of the various forms of residential multiple structures on one piece of property. For instance, medium density town houses could be integrated with high density apartment structures.

Inherent and of major importance regarding site planning of an individual project will be the degree of spacing and relationship of one structure to another, providing space for both active and passive recreation. Due regard will be given to the relationship of the composite project to surrounding land uses.

This Plan will encourage larger apartment units with the tendency towards young family accommodation. Therefore it is expected that apartments with a greater number of bedrooms will be the result.

The development of such proposals will be carefully examined and approved by the Burlington Planning Board and the Town of Burlington in order that such proposals are not premature to the planned development for each area.

2.7

The Commercial Use of Land is incorporated within the main classifications of Neighbourhood Centre, Highway Commercial, Community Core, District Centre, Town Centre and Regional Shopping Centre and shall mean that the predominant use of land in the areas so designated shall be for commerce, which is defined as the buying, selling or offering of goods and services and for offices, of all types.

The main classifications noted above, except the Regional Shopping Centre, also include other uses such as educational, municipal office, residential, park and associated recreational uses. However, these are discussed in greater detail within each Planning District under Specific Proposals.

These uses may locate within each of the main classifications noted above, but at a different scale and density according to the place in the hierarchy of each classification. The Neighbourhood Centre can contain a school-park combination, limited retail uses, a church, medium density residential uses where the Neighbourhood Centre map designation adjoins a residential medium and high density map designation, while each successive higher classification, viz: Community Core, District Centre, Town Centre may have similar

uses as well as a number of others not mentioned in the Neighbourhood Centre, until the Town Centre is reached, which should contain the entire range of uses mentioned earlier and again in more detail under Specific Proposals. At each level the facilities provided are to be directly related to the population and area to be served.

Prior to the approval of this Plan, commercial uses were established which do not fit into the Regional Centre, Town Centre, District Centre, Community Core, Highway Commercial and Neighbourhood Centre concept of the Official Plan.

Since those commercial uses referred to in the various sections of Part C "Specific Proposals" provide a useful purpose, it is intended that they be deemed to conform to the Official Plan and that the following policy be adopted for future development:

- (a) An existing commercial use may form the nucleus of additional neighbourhood commercial establishments providing that studies show the need or benefit of such uses.
- (b) The expansion, in-filling or the establishment of additional commercial uses will be under strict control on the basis of future amendments to the Zoning By-law.

Commercial uses will be located and designed in such a manner that they will in no way deteriorate or depreciate the value and amenities of the commercial and residential areas. The commercial use of land in built-up areas or areas still partially developed will in many cases be retained where it is now an existing use. In all cases concerning new commercial areas, development will take place according to the standards and policies as may be set out within each Community so that over-commercialization will not take place.

Commercial uses will be staged with the residential development and population potentials within the market areas so analysed by the developers, the Planning Board, and the Corporation of the Town of Burlington.

Commercial areas as exemplified by the Neighbourhood Centre, Community Core, District Centre, Town Centre, Regional Shopping Centre and a Highway Commercial Area are not, nor intended to be, located precisely on the Official Plan maps.

In some instances the commercial facilities in the District Centre will also serve the purposes of the Community Centre and Neighbourhood Centre, and in others the commercial facilities in the Community Centre will also serve the purposes of the Neighbourhood Centre. Therefore separate commercial facilities for Community or Neighbourhood Centres in close proximity to the shopping facilities in District Centres may not be necessary; similarly, separate commercial facilities for Neighbourhood Centres in close proximity to the shopping facilities in Community Centres may not be necessary.

2.8 Highway Commercial:

The highway commercial use of land shall mean that the predominant use of land in the areas so designated shall be for those commercial uses which primarily serve the automobile and the tourist and which rely heavily upon the travelling public for their economic existence.

In addition to the above highway commercial designations, there will be certain specific highway commercial areas which will have uses that will predominantly serve the abutting residential areas. Such uses will include variety stores, drug stores, and uses predominantly found in a neighbourhood centre.

Such uses as service stations, garages, motels, drive-in restaurants, garden centres, single family homes and antique shops are included within the highway commercial category.

The Highway Commercial designations which are specifically related to regional traffic and the tourist trade are located in the following areas: Am.
#68

At the western entrance to the Town of Burlington around the Wolfe Island Interchange (Junction of Highways 6, 2 and 403).

At the eastern entrance to the Town, at the junction of Burloak Drive and No. 2 Highway. Am.
#68

At the southwest quadrant of Guelph Line and the Queen Elizabeth Way. #84
#53

At the intersection of Brant Street and Plains Road East.

The Highway Commercial uses, which are predominantly related to either surrounding urban development or supplementary to a major commercial core, are as follows:

The designated area along Botanical Drive and Spring Gardens Road including the property numbered 720 Spring Gardens Road.

Within the following designated areas along Guelph Line:

Prospect Street to the C.N.R. tracks.

North and south side of Mountainside Drive on the west side of Guelph Line.

North of Rosemary Crescent, on the west side of Guelph Line.

North of Mountain Grove Avenue, on the west side of Guelph Line.

Southeast corner of Guelph Line and Upper Middle Road.

Within the designated area on the north and south sides of Upper Middle Road at Walkers Line.

Within the designated area on the south side of Plains Road West at Boothman Avenue and on the north side of Plains Road West between Clearview and White Oak Drive.

Within the designated area along Fairview Avenue between Cumberland Avenue and Woodview Road.

Along the north and south sides of Mountainside Drive, immediately south of the H.E.P.C. route.

The designated area on the east of Appleby Line, between Upper Middle Road and Highway No. 5.

The commercial uses which are specifically related to serving only the automotive needs of the travelling public are located in the following areas:

At the north-west quadrant of the intersection of Highway No. 5 and Appleby Line.

Am.
#121

In each Highway Commercial designation, permitted uses will be grouped rather than as strip commercial development.

2.9

Industrial Uses:

The Industrial use of land means that the predominant use of land is for industry, which is defined as the manufacturing, assembling, fabricating and processing of raw materials or semi-finished materials, repair workshops, storage of goods, motor vehicles, farm equipment and contractors' equipment and centres conducting research in industry. Notwithstanding the above definition, this classification need not exclude some of the land being used for purposes other than as specified above, and may include such uses as pits and quarries, recreational and some commercial uses which are complementary to industrial uses, such as hotels, office buildings, banks, restaurants and other auxiliary commercial uses which are warranted and are compatible with the industrial uses as well as with other abutting land uses, such as residential. It is imperative that no use of land contributes to a deterioration or depreciation of any land for future industrial, commercial, residential and recreational uses in the adjoining areas.

Am
#84

It is also fundamental to the development of any pit or quarry that an effective visual barrier between the proposed excavation site and any adjacent land use shall be constructed before any excavation or processing shall take place. When such uses are mined out or become unused, the area will be infilled, regraded and brought to a usable condition, preferably for recreational purposes.

In planning industrial land uses, the basic goal is to encourage industrial development in the City. An industry has very specific requirements, chiefly access to major transportation routes, the roads, railroad, and availability of fairly large sites without any conflicts with abutting non-residential lands.

In the last decade or so rapidly changing trends in industrial processes have resulted in a major shift in impetus in planning for industry. The Environmental Protection Act of Ontario will also play an important role in industrial operations. The intent of this Plan is to encourage development of industry in the City with minimum pollution and land use conflicts with residential or other land uses.

The intent of this Plan is to encourage aesthetically pleasing structures with landscaping, especially in those areas which are exposed to Provincial highways, major roads, and residential areas. The intensity and extent of office buildings, hotels and other auxiliary commercial uses will be subject to the ability of roads to handle the traffic generated by such developments and regard will be had for future highway interchanges and the mass transit system.

The intent of the Plan is to encourage office buildings, hotels and the entertainment uses, restaurants and auxiliary commercial uses only in those areas exposed to the Queen Elizabeth Way and the highway interchanges and in other areas specifically mentioned in this Plan subject to the ability of roads to handle the traffic generated by such developments. In addition, it is the intent of this Plan to encourage such uses in the area bounded by Guelph Line on the west, South Service Road on the north, Walkers Line on the east, and Harvester Road on the south including properties on the south side of Harvester Road close to Guelph Line.

The rationale behind this philosophy is to congregate like uses in these locations rather than dispersing them throughout a large industrial area. By congregating such uses in these locations the major part of the industrial area is left for truly industrial manufacturing uses. These locations will serve the industrial area as well as the entire City for business and entertainment. The intensity of development will be dictated by the ability of roads or mass transit system to handle the traffic generated and will be implemented through the zoning by-law.

Special consideration will be given to design, scale and site planning of buildings fronting on Burloak Drive as this area is adjacent to the Bronte Creek Provincial Park. Also the area designated industrial located north of Dundas Street, east of Appleby Line, south and west of the Parkway Belt West area is recognized as a special industrial area. It is not anticipated that full urban services will be provided to this area in the foreseeable future, and as such, development of these lands for industrial purposes will be on the basis of self-sustaining services. Am. #109

The area designated "industrial" along Upper Middle Road will have reverse lot frontages on the Hydro Right-of-Way abutting Upper Middle Road. Non-obnoxious industrial uses only will be permitted abutting residential uses. Office buildings may be permitted in this area to serve the needs of the future residents of the area north of Upper Middle Road and also the Industrial Area.

In order to provide business and other commercial services to the industrial area three small areas of approximately four to five acres in size each will be allowed to locate at the intersection of Burloak Drive and Fairview Street, the intersection of Mainway with Appleby Line, and the intersection of Mainway with a proposed street known as Stewart Drive. These three areas are intended to provide business facilities for the industrial area and may contain such uses as offices, restaurants and some commercial uses. These three areas will primarily serve industries in this area.

The area designated "industrial" south of the C.N.R., east of Guelph Line, has unique locational characteristics as this area is in very close proximity to residential areas. Fairview Street bisects this area and is planned as a major arterial road. Fairview Street when completed to Plains Road will become the City's major east-west arterial road knitting the eastern and western parts of the City. The traffic that will be generated along this road will be considerable, particularly east of Brant Street. The intent of the industrial designation along Fairview Street is to encourage prestigious light industrial uses along with some ancillary commercial uses in specific areas. The permitted uses along Fairview Street must also be compatible with the surrounding area and special attention must be given to architectural design and scale of buildings, site planning and landscaping. Landscaping and buffering between industrial and residential uses must be carefully planned and designed to endeavour to obviate conflict between these uses. Special design consideration should be given to create a pleasant streetscape along Fairview Street.

Offices as part of any industrial operations are a permitted use throughout the industrial area. A maximum of 5% of the gross floor area of an industrial building may be used for a showroom or retail sale of products manufactured or assembled on the premises. Notwithstanding the above requirement, one furniture retail showroom is permitted in combination with a furniture warehouse, located at the northwest corner of Fraser Drive and the Queen Elizabeth Way on lands known as Block "A" Registered Plan M-201, Part 1 Plan 20R-3214 and Part 1 Plan 20R-3241, provided that the floor area of the retail showroom does not exceed 35% of the total floor area of the building.

In order to ensure that no use of land contributes to a deterioration or depreciation of any land for future or existing land uses, each development will be evaluated on the basis of the following guidelines; and necessary information may be required from the applicant.

1. The traffic generated by any development shall not reduce the level of service for any road below a generally acceptable level.

2. Every development which may attract large numbers of people must be in a location which is adequately served by public transportation or be in an area which has the potential to be served by public transportation in the future.
3. All developments in the Industrial Area which are in close proximity to residential areas shall be of a height that does not detract from the appearance of the residential uses.

The intent is to encourage aesthetically pleasing structures with landscaping and buffering to create compatible land uses.
4. Where Industrial lands abut residential uses, extensive landscaping with berms must be undertaken to create a pleasant living environment for the residents.
5. Industrial uses which might exhibit potential of emitting or discharging a contaminant into the natural environment are to be incorporated into a list to be approved by the City Council and such a list to be reviewed periodically by City Council. Proposals for a project involving industrial uses contained in this list shall be required to have plans and specifications for such a project approved by the Ministry of Environment prior to the issuance of a building permit by the Municipality.
6. Any development in the Industrial Area shall have regard for design and landscaping which is of a pleasing appearance and is consistent with the character of the area.

2.10

Extractive Industry:

The extractive industry is defined as an industrial operation where the predominant activity is for the extraction of minerals which are found in a natural state on the site. It shall not be construed to mean that various ores can be transported to the site for purposes of extracting minerals therein which are foreign to the said site. Those industries determined as extractive industries will be permitted to refine and further process the raw materials extracted from said designated site in order to produce finished or semi-finished goods associated with their particular extractive industrial function, as long as the greater portion of the raw materials used in the finished or semi-finished goods comes from the said site.

Certain areas in the Town of Burlington are richly endowed with raw materials used in the construction of roads and the production of concrete and asphalt. Some of these areas are known and are in continued use at present. These areas will be able to continue under the guidance of the Official

Plan. When a quarry or a pit becomes "mined out" or abandoned and unused for a period of twelve months, the owners will proceed to in-fill and re-grade the area of mining operations in accordance with existing quarry by-laws. In some cases, such areas may be able to convert to a recreational use and will be so encouraged.

2.11

Agricultural Uses:

In the various rural Planning Districts agriculture is to be the predominant use of land.

Therefore in Planning Districts such as Nelson (northerly section), Mount Nemo, Zimmerman, North Aldershot, Kilbride and Lowville, the agricultural use of land should be given all the encouragement necessary by Town officials and through all Provincial, Federal and Municipal Acts and By-laws.

However, the agricultural use of land may be interpreted to include re-forestation plots, forestry projects, hunting and fishing reserves, conservation areas, private and public parks, golf courses, churches, cemeteries, stadia, race tracks, camps and recreation areas, airports, research centres and head or corporation offices, projects such as greenhouses, mushroom farms and demonstration farms, summer resorts, farm implement and supply uses, limited commercial uses primarily to serve the surrounding rural area, highway commercial uses, and country residences on large lots with the density being extremely low.

One of the objects of the agricultural use of land is to prevent urbanization of the area until the Municipal Capital Works Programme and the Board of Education school expansion programmes suggest that such action is warranted. This intent should help those areas being used for agricultural purposes, but adjacent to urban development, to be fairly and adequately assessed according to existing uses and not to be prejudiced because of location.

Residential development within the agricultural designation will be permitted under strict control and according to the terms in each Planning District.

All residential non-farm lots will be at least 0.2 hectare in size.

Each land separation will be studied on its own merits subject to any policy as laid down elsewhere in this text.

2.11.1

Policies in respect of land conveyances and consents in the Burlington Rural Area.

2.11.1.1

Policies regarding all land conveyances and consents.

Notwithstanding the delineation of the Rural Planning Districts and the interpretation of

Agricultural Uses in Section 2.11; for the purpose of this policy, the rural area of Burlington shall be defined as that area north of the Improvement Area Line, as defined by the Ontario Municipal Board.

A lot or lot area for purposes of this policy is based on the total area of a single parcel of land as described in the Halton County Registry Office on 1 January 1967.

Before dealing with an application for consent to a land conveyance for an agricultural or residential use, regard will be had for the following policies.

Consents will generally be discouraged, and will only be granted on land which is affected by a sub-division control by-law when it is clearly not necessary in the public interest that a plan of sub-division be registered.

If a plan of sub-division is not deemed necessary, regard shall be had to Section "C" SPECIFIC PROPOSALS of the Official Plan, and to the following policies:

The size and location of any parcel of land should be appropriate for the use proposed considering the public services available, the adequacy of a potable water supply, and the suitability of the soil for septic tanks.

The lot size and proposed use of land should conform to the provisions of the zoning by-law.

Wherever possible adjacent lots should have a uniform lot depth and shape.

Consents should only be granted when the land fronts on an existing public road which is of a reasonable standard of construction.

Direct access from major roads should be limited and residential lots, where possible, should have access only from minor or local residential roads.

Consents should not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.

Provision should be made for future streets, and consents should not be granted which are likely to preclude the future development of surrounding lands.

Consents should not be granted on top of the Escarpment without due regard to the stability of the soil or rock for the safe siting of any building.

Consents in drainage areas should have regard for public safety and health, due to possible flooding and erosion.

Consents shall have regard for future road widths and all matters referred to in the Planning Act which are normally considered before approving a plan of sub-division.

The frontage of lots will not be less than approximately 40% of the lot depth.

2.11.1.2 Policies in respect of land conveyances and consents in the Agricultural Areas.

2.11.1.2(a) It is the intention of this policy that the number of land conveyances, which are less than 4 hectares in size, will be based on the lot area as it existed on 1 January 1967.

2.11.1.2(b) When land conveyances are permitted, the maximum number, during the period 1 January 1967 to 1 January 1975, will be as follows:

- The owner of a lot area of 14 to 30 hectares who has owned the land on or prior to 1 January 1967, may be permitted one land conveyance.

- The owner of a lot area of 30 hectares or more who has owned the land prior to 1 January 1967, may be permitted two land conveyances.

2.11.1.3 Policies in respect of land conveyances and consents in the Settlement Areas.

2.11.1.3(a) Two (2) land separations in an eight year period from any property as described and recorded in the Halton Registry Office as of January 1, 1967. Am. #61

2.11.1.3(b) No further land separations from property referred to in item (a) above unless by registered plan of sub-division.

2.11.1.3(c) All separations to require a report from the Planning Department.

2.11.1.4(a) The Committee of Adjustment will have regard for all matters contained in this policy. However, variations from this policy, particularly in those locations where it can be shown that due to soil conditions and topography the land is unsuitable for normal agricultural purposes, will be considered and may be permitted providing that the general intent of the Official Plan is maintained.

2.11.1.4(b) The Committee of Adjustment will have due regard for family transactions and therefore in some cases they will be extended from the maximum number of conveyances permitted during the period 1 January 1967 to 1 January 1975.

2.12 Special Agricultural Uses:

These uses are those agricultural functions, such as large scale greenhouse operations, which have been in existence in the urban areas for a

considerable length of time, and present indications are that they will continue to operate. Future urban re-development of such uses will be studied in the light of present functions and land uses in the vicinity.

2.13

Greenways:

The Greenway classification of land covers all major creeks, rivers and certain beach areas within the Town of Burlington. This classification has several uses. First of all the general definition reads as follows:

Those lands known as the bottoms of valleys which may be prone to flooding at various periods during the year are to be excluded from any plans of development. In the area between the river and the generally accepted top of the bank no buildings will be allowed except for conservation or recreational uses. Building lots backing onto such areas will contain sufficient back yard set-backs so that no buildings come too close to the bank. Back yards of dwellings whose lot extends into these areas may be used only for gardens - no buildings, structures or parking will be allowed. The controls will be in accordance with the recreational policies of the Town of Burlington and will be determined finally at the time of development.

The boundary of a Greenway designation will not be construed as final in location, but shall be understood as a policy line. Such a line will indicate that regard shall be had to certain policies of the Official Plan, with respect to any development in the vicinity of such policy line. Only after a development plan has been accepted and developed, can the line of a greenway boundary be finally located on the ground.

The Greenways also incorporate the following uses of land:

Conservation land if along a creek or river valley and defined by the Halton Region Conservation Authority within the Town of Burlington;

Park land if along or associated with a creek or river valley and under the present or proposed jurisdiction of a municipal, provincial or federal government agency.

Greenways will link urban areas with parks or Lake Ontario in the built-up portions of the Town of Burlington and provide hiking trails, picnic areas and links to recreational areas in the agricultural areas of the Town of Burlington.

The greenway classification also includes the sand beach of Lake Ontario between the Canal and the Brant Inn. Future development policies are referred to in Part C Specific Proposals, Wellington Planning District, Section 1.2.2.5.7 Burlington Beach Community.

Am.
#52

The Greenway classification includes land used for cemeteries, private or public, and which are either existing or may be developed as the need occurs.

The two ravines, running north and south in the area covered by amendment No. 75, shall have their natural features preserved and protected, and no building, structure or burial plot shall be located closer to the ravine than the distance as shown in a Site Plan to be approved by the Municipality under the Municipality's Development Agreement pursuant to Section 35a of The Planning Act.

Am.
#75

2.14 Conservation Authority Lands: means those areas proposed by the Halton Region Conservation Authority within the Town of Burlington which are to be maintained for Woodlot Improvement Projects, Conservation Authority Forests, Recreational Areas or Reservoirs.

2.15 Escarpment and Shoreline Policies:

Not indicated on the Official Plan maps, but of significant consideration in the text are the two following policies:

2.15.1 The Face of the Escarpment throughout the Town of Burlington will be preserved wherever possible from the effects of development. No quarries, and generally no buildings or structures will be permitted on the face of the Escarpment and all the above uses must have a sufficient set-back from the face of the Escarpment so that none overhang or scar the Escarpment Face.

The face of the Escarpment is easily determined by sharp rocky cliffs. However, the rocky cliffs are separated in many cases by gentle rolling slopes.

It is the face of the Escarpment that should not be scarred. However, the rolling slopes may be used for building and development purposes, provided buildings and structures blend in with the natural surroundings. The open space character of the agricultural area shall be preserved by permitting low density development.

Am
#53

It is at this stage that an application for re-zoning can be investigated to determine its acceptability, and then suitable regulations will be provided in the zoning by-law in order that the general character of the Escarpment will be maintained.

2.15.2 Waterfront Policy

The Halton-Wentworth Waterfront Study is now under review by various affected Municipal and Government Bodies.

Am
#86

It presents planning guidelines for future use and management of land and lands under water along the shores of the Regional Municipalities of Halton and Hamilton-Wentworth.

Proposals are conceptual and are intended as guidelines for the preparation of more detailed plans that must eventually be prepared to solve specific problems on specific sites.

The study is extensive and includes suggestions of a costly nature, therefore, it is likely to take some considerable time before it is recommended for approval.

Eventually long term planning policies will be incorporated in the Halton Region Official Plan.

Lands south of Lakeshore Road between the Burlington Ship Canal and Burloak Drive

No buildings except for recreational or conservation purposes are permitted between the top of bank and the shoreline.

The shoreline is the water's edge as it exists from time to time.

The top of bank is shown on the Official Plan Map.

Lands located between the top of bank and the shoreline shall not be included in computing lot areas and shall not be included in a yard required by the City's by-laws.

Shore Line Protection

The waterfront study identified thirteen principal issues with the top priority given to Shore protection.

It goes without saying that erosion due to wave and wind action along with the rise and decline of water levels in the Great Lakes system has contributed to a considerable loss of land.

The construction of retaining walls, the placement of rock and other devices to offset erosion has taken place by individual property owners, and in some cases by municipal government particularly where protection for Lakeshore Road or Parks is necessary.

The Official Plan concedes that such practice should continue, however, it is the intention when application for rezoning, plans of subdivision or "T" removals are submitted that shoreline protection will be required subject to the approval of the Conservation Authority and the City of Burlington. Wherever possible, the installation of shoreline protection features will be coordinated so that the use of such features at one location does not encourage erosion at other unprotected locations.

Flood Plain Lands (Creeks)

Section 2.13 Greenways covers all creeks. However, the mouths of such creeks where they empty into Lake Ontario will require certain treatment and therefore shoreline protection as set out in the previous paragraph will have particular regard for the creeks.

The development of land adjoining or in the vicinity of that part of any creek south of Lakeshore Road will have particular regard for hazard conditions such as flooding therefore, no building permits will be issued or subdivision and site plans approved until flood plain areas are established by the Conservation Authority.

Flood plain lands as determined above can only be used for open space purposes and when they are established will be suitably zoned by amendments to the zoning by-law.

Lands Under Water

Lands under the waters of Lake Ontario in the following areas are designated on the Official Plan Map:

- a) Lands south of Lakeshore Road between the Burlington Ship Canal and eastern extent of the Central Business District.
- b) Lands south of Lakeshore Road designated as residential - medium and high density in the easterly section of Lakeshore Planning District.

The lands under water in the above areas can only be used for Public Authority purposes, or the construction of shoreline protection, or purposes of erosion control, or the construction of sea walls, or the construction of docks for the use of small pleasure craft by the owners or tenants of abutting properties. All necessary approvals required by the Navigable Waters Protection Act or its Regulations shall be obtained prior to construction of these features.

The construction of any sea wall for purposes of re-claiming land or the construction of any other structure permitted in Section 2.15.2 at a distance greater than 6 metres from the top of the bank will require an amendment to the zoning by-law but not an amendment to the Official Plan.

Implementation

Consistent with the establishment of a new land use designation called "Lands Under Water", a similar category will be established in the zoning by-law.

2.16

Parks Policy:

No park category is defined specifically on the Official Plan maps. This is done mainly so that there will be no confusion in the minds of the public that a particular piece of property is so designated or, places the Recreation Department of the Town of Burlington in a precarious position concerning land speculation and specific intent.

However, there is a Parks Policy and it is indicated by the land use designations known as Neighbourhood Centres, Community Cores, District Centres, Town Centre, and Greenways, which include the intention for the acquisition of land for parks purposes. The possible acreage required in conjunction with park land function and proposed population densities is adequately stated under Specific Proposals in regard to Planning Districts.

Parks shall mean that the Lands, acquired and designated under the above mentioned major Land Use Designations, are for use by the public for recreational purposes. Such lands shall be kept open and free from all buildings and structures except where any buildings and structures are associated with the recreational intent of the land and for the people of the area serviced by the park.

The policy will be for the acquisition of parks for all purposes, in the general location of the major land use designations know as District Centre, Town Centre, Community Core, Neighbourhood Centre and Greenways. Other land will be acquired as the Parks Dedication Fund warrants and where special contributions or policies instituted by the Town of Burlington take place in those areas described above in the Shore Line Protection and Escarpment Policies. Certain park areas along the Shore Line of Lake Ontario will be acquired when the opportunity arises in conjunction with and in co-operation with the policy of the South Halton and Peel Regional Planning Committee. Other parks along the face of the Escarpment will also be acquired when the time arises and when the finances can be arranged.

Conveyance of land to the City for park purposes should be equitable on a per capita basis among all forms of residential development or redevelopment. The basis for this goal is to provide an adequate amount of parkland and a number of recreational facilities for the City of Burlington. Such facilities should be readily accessible to the public. The intent of this plan is to achieve an equitable park acquisition policy so that low, medium and high density developments provide an equitable amount of parkland on the basis of the needs of people who will be inhabiting such dwelling units.

Am.
#82

As a condition of development or redevelopment of all areas designated low, medium and high density residential uses, as set out in Section 2.6 of the General Proposals, the Municipality will implement by-laws requiring the following conveyances of land for park purposes:

A Condition of development or redevelopment for all areas designated for low density residential uses shall be the conveyance of land to the City for park purposes at the rate of 5% of the land proposed for residential development or redevelopment when the overall density is less than 15 units per hectare, and 1 hectare for each 300 dwelling units where the overall density is 15 units per hectare or greater.

Am.
#106

A condition of development or redevelopment for all areas designated for medium density residential uses shall be the conveyance of land to the City, for park purposes, at the rate of 1 hectare for each 300 dwelling units.

A condition of development or redevelopment of all areas designated high density residential uses, not located within that portion of the Central Business District which is situated north of Lakeshore Road, shall be the conveyance of land to the City, for park purposes, at the rate of 0.61 hectares for each 300 dwelling units.

Am.
#82

A condition of development or redevelopment of all areas designated high density residential uses located within that portion of the Central Business District which is situated north of Lakeshore Road, shall be the conveyance of land to the City, for park purposes, at the rate of 0.3 hectares for each 300 dwelling units.

The intent of the lesser requirement for high density development or redevelopment in the Central Business District is to encourage development and redevelopment of high density residential uses in that area. This policy recognizes that most of the high density buildings in the Central Business District will be occupied by older people and families with no children.

In addition to park land acquisition by way of conveyance as a condition of development or redevelopment, the City may accept cash in lieu of land for park dedication. It is desirable for the Municipality to budget certain monies for acquisition of park land that cannot be purchased with funds given as cash in lieu of land conveyances.

Implementation:

As a condition of residential development or redevelopment the Municipality will implement by-laws pursuant to Section 35 (b) of the Planning Act requiring conveyances of land for park purposes or acceptance of cash in lieu of land.

Am.
#82

In most cases it will be attempted to have a park in conjunction with school facilities.

2.17

Schools

The future general location of Elementary and Secondary School facilities is included within the main Land Use classifications of Neighbourhood Centre, Community Core, District Centre and Town Centre.

The Board of Education of the Town of Burlington, and the Separate School Board in Burlington, have their own facilities and projections of school children, to determine the time and size of school facilities. This plan, however, does suggest the general location for these school facilities.

2.18

Development Area Policies

There are certain areas within the Town which are designated on the Official Plan maps as Development Areas. These areas will require special land use studies before general or detailed land use policies may be established and incorporated into the Official Plan. Such land use may be residential, commercial, industrial or a combination thereof.

It is therefore the intent of this Plan that the various Development Areas in the Plan will be studied in the light of the total surrounding developments, both existing and proposed, the various municipal servicing factors, and facilities.

Am.
#55

The policies and guide-lines for the development of each area will be incorporated into the Official Plan as an Amendment, with implementation being effected by the Zoning By-law and other municipal regulations of the Corporation.

Notwithstanding the aspect that no major urbanization will be permitted in each Development Area, interim uses such as a single family residence, golf course, golf driving range, nursing homes, or day nurseries will be allowed, subject to the provisions of the zoning by-law. In addition to, and despite the interim uses permitted in a Development Area, a residence and training centre for persons who are handicapped or for some other reason require such similar residence and training centre will be permitted as a permanent or final use.

Am.
#69
#55

Where Settlement Areas, as already defined in the Official Plan, are existent in certain Development Areas, such Settlement Areas and their policies will continue to be in force.

2.19

Cemeteries

The Town of Burlington will be responsible for all the historic cemeteries in the Town, and eventually there will be a need for a large cemetery to care for the needs of an expanding population and any new cemetery, whether private or public, should be established in the Agricultural Area.

2.20

Gasoline Service Stations

Gasoline service stations are permitted in the:

Town Centre
District Centre
Community Cores
Neighbourhood Centres
Regional Shopping Centre
Settlement Cores
Village Centres
Highway Commercial Areas
Industrial Areas

In addition to these areas which are designated on the Official Plan maps, the following gasoline service stations which exist in the various Planning Districts at the present time are deemed to conform to the Official Plan.

South Aldershot Planning District
133 Plains Road East

Lakeshore Planning District
3173 Lakeshore Road
5238 Lakeshore Road

Wellington Planning District
892 Brant Street

Tansley Planning District
4070 Dundas Street

Future expansion or re-building of existing service stations in residential areas will have regard for abutting residential uses.

3. Staging Policies:

The intent of the policies contained herein is to guide the staging of future urban land use development as it affects the five recognized Planning Districts that overlay the urban area of the City of Burlington. The urban area includes those lands generally located to the south of the southerly limit of the Parkway Belt West Plan, July 1978, as amended from time to time. Am#12t

- 3.1 Except as herein expressly varied, the timing of development in the urban Communities recognized by this Plan is subject only to the availability of the necessary municipal services and facilities, and to the processing of the required development applications. The majority of the Communities are developed to the point where any additional development or redevelopment will be primarily of an infilling or rounding nature on lands within the existing urban designations and having access to existing underground service systems and an available urban infrastructure including arterial roads, transit, fire protection, parks and schools.
- 3.2 Industrial development or redevelopment will be subject only to the availability of the necessary services, including sanitary and storm sewers, water and roads, and subject also to the Industrial Uses policies contained in Section 2.9 of this Plan.
- 3.3 The timing of development in the Maple Community located within the Wellington Planning District, and the Headon Community in the Tansley Planning District, will be subject only to the availability of the necessary municipal services and facilities and to the processing of the required development applications.
- 3.4 The Rose Community will be permitted to develop concurrently with the Maple and Headon Communities. The timing of development in the Rose Community will, however, be subject to: completion and acceptance by Council of the detailed land use studies required by Part B, General Proposals, Section 2.18, Development Area Policies of this Plan, approval of the required official plan

amendment(s) implementing these studies, the availability of the necessary municipal services, and the processing of the required development applications.

- 3.5 The Alton and Orchard Communities which are located in the Tansley Planning District have not had detailed land use studies and Official Plan Amendments prepared to permit urban development. The Alton and Orchard Communities are not immediately required for development for urban land uses and their consideration for such development shall be subject to the following:

- 3.5.1 The adoption of Official Plan Amendments to permit urban development in either the Alton or Orchard Community will not occur until:

- (a) 60% of the planned dwelling units are registered within the Headon and Rose Communities of the Tansley Planning District;
- (b) Detailed land use studies that include the entire land area of the affected Community have been prepared.

- 3.5.2.1 The provision of necessary services to permit urban development in either the Alton or the Orchard Community will not be commenced until the Official Plan Amendment for that particular community has been adopted.

- 3.5.2.2 Any major urban land use development will only be permitted to proceed at a pace at which water and sanitary sewers, storm water management, transportation facilities, utilities and other required municipal services and facilities can be made available.

- 3.5.3 Any major land use development shall be planned to provide for the continuous extension of the developing urban area to maintain a compact and orderly urban form that ensures the efficient and economic use of the existing infrastructure.

- 3.6 The Staging Policies contained herein do not imply or require the development of the urban area of the City to full capacity within the time frame of this Plan, as such capacity and time frame may be amended from time to time.

4. Major Roads Programme:

Basic to any Official Plan is the policy concerning major roads and their functions for the present as well as the future.

The goal of this plan is to provide a safe and efficient road system for the movement of people and vehicles.

Recognizing that individual roads may serve different functions, the functional classification of roads contained in Table No. 1 shall apply. Map No. 3 indicates the major roads in the urban area of Burlington and their functional classification.

As Burlington grows certain roads will require widening or extension in order to accommodate existing and projected traffic. It will be the practice of the City to acquire, as a condition of approval, for subdivisions, amendments to the Zoning By-law, severances, variances and site

Def. #1(a)
under Sect.
14(3) of the
Planning Act.

plans, proposed road widenings as indicated in this Plan and daylight triangles at the intersection of or with major roads.

The maximum size of daylight triangles required will vary with the function of the road in accordance with the following criteria:

Am#111

- Local to Local and Local to Collector generally not required
- Collector Road to Collector Road:
5 metres by 5 metres
- Local Road to Arterial Road:
5 metres by 5 metres
- Collector Road to Arterial Road:
7 metres by 7 metres
- Arterial Road to Arterial Road:
15 metres by 15 metres
- Rural Area Road Intersections:
(Roads indicated on Table No. 2 "Proposed Road Allowance Width - Burlington Rural Area")
10 metres by 10 metres

Upon receipt of a development application the City will determine whether a road widening is needed and whether property for the widening has already been dedicated to the City. In the case of regional roads the Region of Halton would determine if a road widening is required. The City will also, through the development process, implement policies regarding minimum setbacks, parking standards and access control.

When widening existing roads an attempt will be made to widen equally on both sides where feasible. Table No. 2 indicates the extent of proposed road widenings for roads within the urban area of Burlington.

In certain cases where factors such as topography and existing development dictate, it may be necessary to require more than half of the widening on one side of the road. In some instances, unequal road widenings will be needed, such as:

Am#112

- (a) Where the North or South Service Roads abut the Q.E.W. or Highway 403, the widening will be taken in total from the property abutting the service road located on the side furthest from the highway.
- (b) On Appleby Line from Upper Middle Road northerly to approximately the Canadian National Railway tracks, a greater portion of any road widening will be taken from the east side of Appleby Line.
- (c) On Walkers Line from Upper Middle Road northerly for approximately 135 metres, a greater portion of any road widening will be taken from the east side of Walkers Line.

To ensure future developments do not have a detrimental effect on the road system, the proponent of a development shall be required to conduct a traffic impact study if it is considered that the proposed project may have a serious impact on the road system.

SCHEDULE "A" TO AMENDMENT NO. 114
TO THE OFFICIAL PLAN
OF THE BURLINGTON PLANNING AREA

TABLE I: FUNCTIONAL CLASSIFICATION
OF ROADS
BURLINGTON URBAN AREA

CLASSIFICATION	FUNCTION	ACCESS CONTROL	PROPOSED ROAD ALLOWANCE WIDTH*	NO. OF THROUGH TRAFFIC LANES*
Provincial Highways - Full Control of Access	- Connect Regions and Municipalities - Serve long distance traffic	Full	**	**
Other Provincial Highways	- Connect Regions and Municipalities - Serve medium to long distance traffic - Provides access to major activity centres	Partial	**	**
Arterials (Designated as "Primary Arterial" in the Region of Halton Official Plan)	- Function similar to those for Arterials except that from the Regional perspective, these Arterials provide a generally higher order of function	Partial	26-45 m	2-6
Arterials	- Distribute traffic to and from from Provincial Highways - Connect Municipalities, Communities, and Planning Districts - Provide access to activity centres - Serve medium to long distance traffic	Partial	20-45 m	2-6
Collectors	- Connect Neighbourhoods - Distribute traffic to and from arterials - Serve short to medium distance traffic - Provide access to adjacent land uses	None	20-38 m	2-4
Local	- Provide access to adjacent land use	None	14-26 m	2

* The proposed road allowance width and number of through traffic lanes shown represent only general guidelines. The actual lane requirements of individual roads and precise alignments of entirely new roadway sections will be determined through detailed studies.

** The ultimate road allowance width and number of traffic lanes of Provincial Highways are under the jurisdiction of the Ministry of Transportation and Communications.

NOTE: All roads in this Functional Classification may be used for transit.

TABLE NO. 2

PROPOSED ROAD ALLOWANCE WIDTHS - BURLINGTON URBAN AREA

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>PROPOSED ROAD ALLOWANCE WIDTH*</u>
Appleby Line	Lakeshore Road	New Street	30m
	New Street	Upper Middle Road	36
	Upper Middle Rd.	Highway No. 5	36
	Highway No. 5	Highway No. 403	36
Brant Street	Lakeshore Road	Caroline Street	18
	Caroline Street	Maplewood	30
	Maplewood	Highway No. 5	36
Brookfield Avenue	Lakeshore Road	Pomona Avenue	15
Burloak Drive	Lakeshore Road	Upper Middle Road	30
Caroline Street	Locust Street	Pearl Street	26
Cumberland Avenue	Fairview Street	New Street	26
Fairview Street	Q.E.W.	Brant Street	40
	Brant Street	Burloak Drive	36
Guelph Line	Lakeshore Road	New Street	24
	New Street	Fairview Street	36
	Fairview Street	Harvester Road	40
	Harvester Road	Highway No. 5	40
Harvester Road	Guelph Line	Fairview Street	26
Heritage Road	North Service Rd.	Mainway	26
Hillsdale Avenue	Entire length		30
Industrial Street	Mountainside Drive	Westerly limit	26
King Road	North Shore Blvd.	Northerly limit	30
Lakeshore Road	Canal	Elizabeth Street	30
	Junction	Burloak Drive	30
Mainway	Guelph Line	Burloak Drive	26
Maple Avenue	North Shore Blvd.	Ontario Street	26
	Ontario Street	Rambo-Hager Diversion Channel	30
	Rambo-Hager	Fairview Street	35
	Fairview Street	Plains Road	30
Maria Street	Brant Street	Martha Street	15
Mackay Court	Entire Length		18
Mountainside Drive	Industrial Street	Guelph Line	26
New Street	Martha Street	Beverly Drive	30
	Beverly Drive	Burloak Drive	36

North Service Rd.	Waterdown Road	Kerns Road	26
	Kerns Road	Guelph Line	30
North Shore Blvd.	Maple Avenue	Indian Road	36
	Indian Road	King Road	30
Old York Road	No. 6 Highway	Snake Road	30
	Snake Road	York Road	30
Paula Court	Entire Length		18
Pine Street	Brant Street	Martha Street	14
Plains Road	No. 6 Highway	South side of Highway No. 403	30
	South side of Highway No. 403	Q.E.W.	36
	Q.E.W.	Maple Avenue	30
	Maple Avenue	Queen Elizabeth Way (Guelph Line)	30
Pommona Avenue	Lakeshore Road	146m north of Lakeshore Road	15
Prospect Street	Guelph Line	Cumberland Avenue	30
Snake Road	Entire Length		30
Upper Middle Road	Westerly limit	Highway No. 403	36
	Highway No. 403	Guelph Line	40
	Guelph Line	Burloak Drive	38
Walker's Line	Lakeshore Road	New Street	30
	New Street	Upper Middle Road	36
	Upper Middle Road	Highway No. 5	35
	Highway No. 5	Highway No. 403	30
Waterdown Road	Plains Road	Northerly limit	30
York Road	Entire Length		26
No. 2 Highway	Boundary of City Hamilton	Plains Road	36

All other streets or roads are deemed to be 20m in width.

*Proposed Road Allowance Widths in this Plan are approximate measurements. The accurate measurements of the proposed road allowance width are contained in the "Deemed Street Width" section of Zoning By-law 400-3 (as amended) for the area south of Dundas Street and Zoning By-law 1642 (as amended) for the area north of Dundas Street. In certain cases widening of existing roads to the ultimate road allowance width shown may not be required.

5. Population Forecast:

As planning is for people, a population study is indispensable for the understanding of what has and is happening in the Town of Burlington concerning population distribution, density and composition.

It is estimated that the Town of Burlington, as presently constituted, will have approximately 144,000 people by 1980.

It is expected that the rate of increase will slowly decline by five-year periods from 38% to 29.2% by 1980, thus affecting the overall total.

Generally speaking, the Town of Burlington can expect an increase in its proportion of young people over the next ten years at least. At this time it is expected that the population will begin to mature or stabilize, and that the proportion of young people to the total will become less. In the meantime the predominance of this group will affect such things as schools, recreational facilities, clothing stores, used automobiles etc., which will continue to increase in demand over this period.

The Labour Force will also increase for some time, and as the economic base of the Town is expected to increase, employment possibilities for those living in the area will increase substantially.

6. Urban Renewal:

Urban Renewal consists of three basic items:

Conservation of good areas;
rehabilitation of areas showing signs of blight; and redevelopment of obsolete areas.

All of these parts form the basis of an urban renewal programme which should be incorporated in the Official Plan. Town Planning and Urban Renewal are indivisible. They should be regarded as a continuing operation, not a one shot operation.

A town has a life cycle: growth-maturity-obsolescence-redevelopment. The sooner urban renewal measures are applied, less will be the cost and disorganization of town life. In many cases, private enterprise assembles land occupied by obsolete structures, clears them, and rebuilds with new construction. However, many problems face the private developer - financing, owners of small parcels holding out for high prices, refusal to sell, scattered ownership - are typical examples. When the normal rebuilding cycle is halted by one or more of these roadblocks, the area becomes paralyzed. Extensive blight follows obsolescence, and municipal service costs rise while tax revenues drop. Urban renewal should be designed to encourage and aid the preservation of living standards and the timely replacement of obsolescent land uses and help meet the problems of private

developers. It should be a four-way co-operation programme of federal government, provincial government, local government and private enterprise for the purpose of preventing and eliminating urban slums. It should be concerned with the waste of economic resources and the deterioration of social structures. It should be of direct public concern, because the municipality is endangered by areas that will become focal points in impairing the sound growth and well being of the town.

In Burlington, redevelopment is made easier by the fact that only a very few older parts of the town are at the end of their life cycle, and these parts with proper planning of improvements are potentially more valuable than they ever were, because their location is in the heart of the future city. Further is said under Specific Proposals.

6.1 Maintenance and Occupancy Standards:

A goal of the City is to achieve a pleasant and safe environment for all activities, such as living, shopping, recreation and working. As a result, the City will attempt to preserve a high standard of buildings and property as well as maintaining a high level of community facilities and amenities.

As buildings grow older they generally require an increased amount of maintenance. Although the majority of the buildings in Burlington are relatively new, the need may arise in certain areas with a concentration of older buildings, or as areas age, to enforce a minimum standard of maintenance. Council may pass a Maintenance and Occupancy Standards By-law for all or any part of the City as required to ensure minimum standards for maintenance and occupancy of property. Administration and enforcement of a maintenance and occupancy standards by-law will be in accordance with The Planning Act, 1983, and any subsequent amendments thereto.

In addition to enacting and enforcing by-laws pursuant to the Planning Act, the City of Burlington will use other methods, if needed, to enable the maintenance of private property to remain at its present generally high standard. The City will regulate the use and maintenance of signs in order to assist in the provision of a safe and attractive environment. As a result, the size, use, location, installation and maintenance of signs and advertising devices shall be regulated by by-law. In addition, the City will endeavour to keep all buildings and properties under municipal control in a well maintained state.

6.2 Community Improvement Policies

6.2.1 Goals and Objectives

A goal of the City is to achieve a pleasing and safe environment for all activities. In order to achieve this goal the municipal objectives regarding community improvement include:

- a) Upgrade inadequate hard and soft services and facilities within existing developed communities to an acceptable standard.

- b) Ensure the population is served by an adequate supply of open space and recreation facilities which are of an acceptable standard.
- c) Ensure that buildings and property are maintained to an acceptable standard.
- d) Attempt to resolve any problems resulting from existing incompatible land uses in close proximity to existing development.
- e) Encourage the effective development and revitalization of viable commercial areas by allowing an appropriate mix of land use. The private sector will be encouraged to co-operate with the City in providing a pleasant, safe and attractive shopping environment.

6.2.2

Community Improvement Policy Area Criteria

In order for a community or identifiable area of the City to be designated as a Community Improvement Policy Area, it must exhibit some of the following characteristics:

Am.
#123

- a) Inadequacy of some or all of the hard services in an existing community including water, sanitary sewers, storm sewers, lighting and sidewalks.
- b) Lack of an adequate level of open space and recreation facilities to serve the population within the area.
- c) A portion of the buildings within the area do not meet the minimum maintenance and occupancy standards established by the City.
- d) The presence of a serious land use conflict due to the close proximity of existing non-compatible land uses.
- e) Need improvements to the streetscape in an existing commercial area under multiple ownerships which will assist in the creation of a safe, interesting and pleasant shopping environment.
- f) Contain greater than the City wide average concentration of older buildings.
- g) Contain an inadequate supply of private off-street parking in a commercial area, under multiple ownership.

6.2.3

Community Improvement Implementation

Community Improvement Policies shall be implemented over time by various methods. As the need arises areas shall be designated as Community Improvement Policy Areas in this Plan. In addition, detailed community improvement plans will be prepared for designated Community Improvement Project Areas to indicate the detailed improvements required. In a commercial area, such as the Central Business District, the local Business Improvement Area is expected to play an important role in the development and implementation of Community Improvement Plans.

Am.
#123

Implementation of a community improvement plan may involve the utilization of public funds, where needed, from a variety of Municipal, Provincial and Federal programs where available, for upgrading services and the provision of additional open space and/or facilities. Implementation of these policies will involve the encouragement of property rehabilitation where warranted. The process of property rehabilitation may involve many participants, such as, property owners tenants, the Business Improvement Area and various community groups. In addition, the adoption and enforcement of a maintenance and property standards by-law will be used as a method of implementing community improvement and maintenance policies. Where necessary, revisions to the Zoning By-law shall be considered to allow improved utilization of land to assist in the achievement of community improvement policies.

6.2.4 Community Improvement Policy Areas

Based on the Community Improvement Policy Area criteria, the following areas have been identified as Community Improvement Policy Areas:

a) Central Business District

This area, which is located within the Brant Community of the Wellington Planning District, meets the eligibility criteria for designation as a Community Improvement Area.

7. Implementation

This Plan will be implemented by both public and private development. All municipal by-laws in conformity with the Plan are deemed to implement it. The development of neighbourhood or community plans and capital works programmes will also implement this Plan.

7.1 Policies for Restricted Area (Zoning) By-laws

The Official Plan shall be implemented by zoning by-laws according to the following policies:

7.1.1 A general zoning by-law to implement the Official Plan will not at once establish the complete land use pattern as indicated in this Official Plan.

7.1.2 Some areas which are designated for urban uses in the Official Plan will remain undeveloped until municipal services become available and other municipal requirements are satisfied. In implementing the Official Plan during this interim period such undeveloped areas, notwithstanding their particular urban use designation in the Plan, shall be zoned for agriculture or other open space uses in order to preserve them for their designated urban uses; such zoning to be called "Development Zones."

7.1.3 Notwithstanding their use designation in the Plan, lands in urban areas upon which there are existing uses that do not conform to the Official Plan may, when location, time, and conditions are deemed by Council to warrant such zoning, be zoned for an interim period to permit either the uses existing on the land or uses which, in the opinion of Council, represent a shift or transition in use toward the use designated in the Official Plan which is the ultimate use for which the land will in time be zoned. Thus, for example, in an urban district where certain lands may be ultimately designated for commercial uses, the interim zoning may permit existing single family residences or the Council may deem that apartments or offices within existing dwellings represent a transitional stage towards a complete re-development to commercial buildings and use, and therefore the interim zoning may permit such transitional uses.

7.1.4 Urban land upon which there are existing uses that do not conform to the Official Plan may be zoned in conformity with the Official Plan at any time when location, time and conditions are deemed by the Council to warrant such zoning.

7.1.5 The re-zoning of urban and rural lands from existing uses or interim transitional uses to uses which are in conformity with the Official Plan will be undertaken only when location, time and conditions warrant it. Zoning standards will then be adopted according to needs and circumstances so as to ensure good individual property and good neighbourhood development. In some cases, appropriate zoning amendments will be prepared for new plans of sub-division. In many cases amending zoning by-laws will incorporate detailed maps which have previously been agreed upon by the Town and the land developer. Such maps will define the location, size, and shape of parcels of land, the location and dimensions of areas occupied by buildings or structures, the yard, parking and loading areas, the entrances to and exits from the parcels of land and other similar siting arrangements.

7.1.6 Transitional zones with the prefix "T" are intended to provide Council with the opportunity to assess and programme necessary facilities prior to development being allowed to occur. When the necessary facilities and assemblies are provided for, the "T" prefix will be removed by the passing of an amending by-law. Where draft plan approval has been granted, for a plan of sub-division and an application is made for a change of zoning, the question of whether the "T" prefix shall be used shall be dealt with on such application.

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7.2 Policies Governing the Passing of By-laws Relating to Non-Conforming Uses.

This Plan will not limit the authority of the Municipality, as stated in Section 30 (18) of the Planning Act, to pass a by-law permitting the extension or enlargement of land, at the time of the passing of the by-law, for a purpose which does not conform with the land use designation of the Official Plan. Such a by-law shall, however, be in conformity with the policies included hereunder.

As a general rule, non-conforming uses throughout the Town should cease to exist, so that the land affected may revert to a use in conformity with the intent of the Official Plan and the provisions of the implementing restricted area by-law. In special instances, however, it may be desirable to permit the extension or enlargement of a non-conforming use in order to avoid unnecessary hardship, providing the application is in conformity with the policies of this amendment.

Before concurring with any application for the extension or enlargement of an existing non-conforming use, the feasibility of acquiring the property concerned at the time of the application or at some future date and of holding, selling, leasing or redeveloping it in accordance with the provisions of The Planning Act will be considered by Council. In this context, special attention will be given to the chances for the re-establishment of the use under consideration in a different location, where it would be able to perform and produce under improved conditions in accordance with the planning policies of the municipality.

However, if acquisition at this time does not appear to be feasible, and if the special merits of the individual case make a permission desirable to grant the extension or enlargement of a non-conforming use, Council may consider the passing of a restricted area by-law pursuant to Section 30 (18) of The Planning Act; such a by-law may then be passed without the necessity of amending the Official Plan.

Before making any decision in such a matter, the application will be referred to any municipal department, or public agency which may be concerned or affected, for a report on the various aspects of the matter concerned, for the information of Council.

Council, before passing a by-law, shall be satisfied that those of the following requirements which are relevant to each specific application for the extension or enlargement of a non-conforming use are, or will be, fulfilled in order to safeguard the wider interests of the general public:

- 7.2.1 That the proposed extension or enlargement of the established non-conforming use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the policies of the Official Plan and the requirements of the restricted area by-law, applying to the area.
- 7.2.2 That the proposed extension or enlargement shall be in an appropriate proportion to the size of the non-conforming use established prior to the passing of the restricted area by-law which created that non-conforming use.

- 7.2.3 The characteristics of the existing non-conforming use and the proposed extension or enlargement shall be examined with regard to noise, vibrations, fumes, smoke, dust, odours, lighting and traffic generating capacity. No amendment to the by-law shall be made if one or more of such nuisance factors will be created or increased so as to further add to the incompatibility of the use with the surrounding area.
- 7.2.4 That the neighbouring conforming uses will be protected, where necessary, by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, devices and measures for reducing nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs etc.
- 7.2.5 Such provisions and regulations shall be applied to the proposed extension or enlargement and, wherever feasible, be also extended to the established use in order to improve its compatibility with the neighbourhood.
- 7.2.6 That traffic and parking conditions of the vicinity will not be adversely affected by the application, and traffic hazards will be kept to a minimum by appropriate design of access and egress points to and from the site, improvement of sight conditions, especially in proximity to intersections.
- 7.2.7 That adequate provisions have been or will be made for off-street parking and loading facilities.
- 7.2.8 That municipal services such as water, sanitary and storm sewers, roads etc. are adequate, or can be made adequate.
- 7.2.9 In addition to the above, in all cases where an established non-conforming use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, especially when public health and welfare are directly affected.
- 7.2.10 Furthermore, Council will not pass an amending by-law, pursuant to Section 30 (18) of The Planning Act, until it is satisfied that due regard has been given to the foregoing policies. It will also be the policy of the municipality to notify property owners in the vicinity of each application for an extension or enlargement of a non-conforming use prior to a final decision on the matter in order to obtain their views and satisfy the requirements of Section 10 of The Planning Act.

7.3 Committee of Adjustment:

It is recognized that a Committee of Adjustment is necessary to the development of a municipality. The Committee of Adjustment must be cognizant of the policy, intent and purpose of the Official Plan before studying and making decisions regarding variances to the Zoning By-law.

The Committee of Adjustment must accept the intent and purpose of this Official Plan and make no variance unless in accord with this Plan.

In all cases cognizance must be had of Sections 32 (a) and 32 (b) of The Planning Act, and that the Committee of Adjustment must consider all By-laws which implement the Official Plan.

7.4

Site Plan Control

One tool to be used in implementing this plan will be site plan control. As a result, the total area within this Plan shall be a proposed site plan control area. The actual areas and uses to which site plan control shall apply will be established by by-law. In accordance with Section 40 of the Planning Act, 1983, certain types of construction are not considered as "development", such as minor additions to existing low density housing units. As a result, these units are not subject to site plan control, unless they are historically or architecturally significant. Am. #116

In certain cases the dedication of land for road widenings may be required as a condition of site plan approval. Part B "General Proposals", Section 4 "Major Roads Programme" contains the City's road widening policies and identifies those roads proposed for widening and the extent of the proposed widenings.

The objectives of site plan control include: ensuring that a safe, functional and attractive site environment is provided, ensuring that City and Regional standards are implemented, and ensuring that any project is developed and maintained as approved.

Drawings may be required showing plan, elevation, and cross section view for each residential building with less than 25 units to be erected in the proposed site plan control area.

8.

Review Policy:

It is intended that this Plan will be augmented and amended as additional studies are made of the Planning Area and which will improve the Plan in order to accommodate new needs and developments.

Although the Plan will be reviewed every five years, it is anticipated that a major study and amendment with respect to the Rural Area of the Municipality will be made prior to the next quinquennial review date.

8.1

Notification and Public Participation Procedures

From time to time it will be necessary to amend the Official Plan and Zoning By-law in order to reflect changing conditions and changing priorities and desires of the population. Any amendments to the Official Plan and Zoning By-law will require that an opportunity be given to inform and obtain input from the public in order to ensure that the Official Plan and the implementing Zoning By-law reflect the goals and objectives of the community. Am. #115

All public meetings to inform and obtain input from the public regarding proposed amendments to the Official Plan and Zoning By-law, shall be held by the Planning and Development Committee of Council. Following a public meeting of the Planning and Development Committee, a report shall be forwarded to Council which includes: Planning and Development Committee's recommendation, a list of persons who provided input, and a statement of their position. Any person may also appear as a delegation before Council regarding a proposed amendment to the Official Plan or Zoning By-law, providing the person registers with the City Clerk prior to the Council meeting.

8.1.1

Official Plan Amendments

The procedure to be followed in amending the Burlington Official Plan shall involve a minimum of 14 days notice for public meetings instead of the 30 days required by The Planning Act, 1983 and shall include the following measures.

The details of the proposed Official Plan amendment shall be circulated to all boards, commissions and agencies which are considered to have an interest in the matter for comments and a reasonable period given for submission of these comments prior to Council dealing with the proposed amendment as required by The Planning Act, 1983.

Prior to the City undertaking an agency circulation or a preliminary public circulation of a site specific amendment, the applicant must place a sign on the subject property indicating the basic details of the application. The wording, design and placement of the sign must be to the City's satisfaction. Site specific amendments apply to readily identifiable parcels or blocks of land which are smaller than a community. Such an amendment may involve a map designation change and/or a policy change pertaining to that particular area.

At least 30 days prior to the Council meeting adopting the proposed amendment, a preliminary notification of the basic details of the proposed amendment shall either be placed in a local newspaper which, in the opinion of the City Clerk, has a general circulation in the area, or shall be circulated by prepaid first class mail or personal service to every person assessed in respect of land within 120 metres of the subject area. The purpose of this preliminary notification is to inform the public and provide an opportunity for initial comments. Alternatively, the City may opt to not provide a preliminary public notification for a proposed official plan amendment, in which case notice regarding the public meeting to discuss the proposed amendment will be given in accordance with the provisions of the Planning Act, 1983.

At least one public meeting shall be held by the Planning and Development Committee of Council to inform and obtain comments from the public. Except in the case of a housekeeping amendment or an amendment for which there is no public interest shown, adequate time will be allowed after the public meeting to permit staff to analyse all

public comments before the staff report and the proposed amendment is dealt with by Council. No public interest shall be interpreted as receiving no written objections to the proposed amendment prior to the public meeting and no verbal objections to the proposed amendment at the public meeting.

Notice of the public meeting to inform and obtain input from the public shall be given at least 14 days prior to the date of the meeting. Notice of this public meeting shall be placed in a local newspaper, which in the opinion of the City Clerk has a general circulation in the area. Any parties who have requested notification of any meetings on this particular matter shall be notified by mail or personal service of the public meeting at least 14 days prior to the date of the meeting if the request is received prior to the date notices are issued. For any additional meetings regarding the proposed amendment, the same notification procedures shall be used.

8.1.2 Zoning By-law Amendments:

The procedure to be followed in amending the Burlington Zoning By-law shall involve a minimum of 14 days notice for public meetings instead of the 30 days required by The Planning Act, 1983 and shall include the following steps:

The details of the application to amend the Zoning By-law shall be circulated to all boards, commissions and agencies considered to have an interest in the matter for comments and a reasonable period allowed for submission of these comments prior to Council dealing with the application as required by The Planning Act, 1983.

Prior to the City undertaking an agency circulation or a preliminary public circulation of a site specific amendment, the applicant must place a sign on the subject property indicating the basic details of the application. The wording, design and placement of the sign must be to the City's satisfaction.

For site specific amendments to the zoning By-law a preliminary circulation of the basic details of the application shall be sent to every person assessed in respect of land within 120 metres of the subject area by first class prepaid mail or personal service. Site specific by-law amendments refer to a readily identifiable parcel or block of land located within a portion of the Community in which it is situated. Such an amendment may involve a map designation change and/or a policy change pertaining only to that particular area.

For amendments to the zoning by-law, which are generally applicable to the City, a public notice indicating the basic details of the application shall be placed in a local newspaper which, in the opinion of the City Clerk, has a general circulation in the area. This preliminary notification shall be sent out at least 30 days prior to the Council meeting adopting the proposed amendment. The City may opt to not provide a preliminary public notification for a proposed amendment to the Zoning By-law in which case, notice regarding the public meeting to discuss the proposed amendment will be given in accordance with the provisions of the Planning Act, 1983.

At least one public meeting shall be held by the Planning and Development Committee of Council to inform and obtain input from the public regarding an application to amend the Zoning By-law. The application to amend the Zoning By-law may be dealt with at the same meeting if appropriate.

In addition to the preliminary notification, notice of the public meeting shall be given at least 14 days prior to the date of the meeting. In the case of site specific amendments, every person assessed in respect of land within 120 metres of the subject area shall be notified by mail or personal service. In the case of an application to amend the Zoning By-law which is generally applicable to the City, a notice of the public meeting shall be placed in a local newspaper which, in the opinion of the City Clerk, has a general circulation in the area. In addition, any person who has requested to be notified of any meetings on a particular application to amend the Zoning By-law shall be notified of the public meeting by mail or personal service if the request is received prior to the date notices are issued. If additional meetings are required regarding the proposed amendment, the same notification procedures shall be used.

Following Council approval of an application to amend the Zoning By-law a by-law is prepared. Once the by-law is enacted, notice shall be given in accordance with the Planning Act, 1983.

C. SPECIFIC PROPOSALS

1. Planning District Proposals

1.1 SOUTH ALDERSHOT PLANNING DISTRICT (Map No. 2)

1.1.1 Location:

The South Aldershot Planning District is bounded on the north by Highway No. 403, on the east by the Queen Elizabeth Highway, on the south by Hamilton Harbour, and on the west by the City of Hamilton.

1.1.2 Composition

The South Aldershot Planning District will contain the following major classifications, which are described as follows, and which will be further described under the community and neighbourhood proposals.

1.1.2.1 District Centre

This will be located in the general area of the intersection of Plains Road and Waterdown Road, and will include portions of the four adjacent Communities of Royal, Dover, Bayview and LaSalle.

Commercial uses have established themselves along certain sections of Plains Road, some of which are in the form of planned shopping centres such as the Aldershot Plaza and Long Acres Plaza, while the remainder are in lineal form on either side of Plains Road.

It is the intention of the Town of Burlington to expand commercial facilities in the vicinity of the Aldershot Plaza in order to provide a complete commercial base for the proposed District Centre.

The remaining lineal commercial along Plains Road will be encouraged to consolidate and will form the nucleus of a Community Core Area. This Community Core will encompass the commercial frontage along Plains Road from approximately Gallagher Road, the western extremity, to Job's Lane, the eastern boundary, and will serve both the Dover and LaSalle Communities of the South Aldershot Planning District.

1.1.2.2 Highway Commercial

A special highway commercial development area will be provided in the area bounded by Botanical Drive, Plainsview Avenue, Spring Gardens Road and Grand View Avenue, and along the south frontage of Spring Gardens Road from Botanical Drive to Parkhill Avenue.

The Botanical Drive commercial area will be encouraged to develop with uses such as antique shops, flower shops, specialty furniture, gift shops, associated work shops, accessory uses and single family homes, with all uses being in harmony with the open space atmosphere of the Botanical Gardens. All development in this area will have access and frontage on Botanical Drive. Access and frontage on Plainsview Avenue will be limited.

The highway commercial designation on Spring Gardens Road will recognize the existing commercial uses which primarily serve the automobile and travelling public. This area will encourage the development of neighbourhood uses and facilities to provide the services required for the existing and future development of this area.

The in-filling and expansion and establishment of new commercial uses will be confined to the areas east of Plainsview Avenue, with the prime intent that the uses will be oriented towards the streets aforementioned in order that commercial traffic generated by these uses will not penetrate the existing residential areas.

It is not the intent of the Plan to encourage applications for new development which will result in extensions of commercial development along such frontages. The prime intent is only to promote in-filling and rounding off of already existing commercial uses.

1.1.2.3 Industrial

The well established industries located north and south of the Canadian National Railway Line and west of Job's Lane form the industrial areas for the South Aldershot Planning District.

Small service industries, similar to those established on Enfield Road, will be allowed to develop in small groups along the north and south side of the Canadian National Railway Line. Other types of industrial developments that are

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compatible with the surrounding land uses will also be encouraged in this area. It is the intent of this plan that the existing residential uses along Waterdown Road shall be used or redeveloped for uses compatible with the industrial designation.

Tree planting will be encouraged where industrial areas adjoin residential areas in order to obtain suitable buffer strips.

1.1.2.4 Residential

The South Aldershot Planning District has been divided into four Communities which, collectively will provide a range of housing types, principally single family which are functionally and economically suited to the varied family formation needs of this District.

Within the residential area sufficient land will be allocated for educational, social, cultural and recreational services to serve the local needs.

Since the year 1915 various residential plans of subdivision have developed south of the main Canadian National Railway line. The remaining vacant land will be encouraged to develop in a manner most compatible with existing housing.

Extensive tree planting will be encouraged in order to provide a buffer where industrial areas adjoin residential areas.

The high and medium density residential development will be largely located within and adjacent to the District Centre, the Community Core and in small groups in certain designated areas along Plains Road.

1.1.2.5 Greenways

Major drainage creeks, with adjoining wooded and low lands, will be conserved as nearly as possible in their natural form in order to preserve the natural drainage, and to provide certain recreational facilities such as pedestrian walkways.

1.1.2.6 Community and Neighbourhood Proposals

The South Aldershot Planning District will consist of the following four Communities, each containing one or more neighbourhoods: LaSalle, Bayview, Royal and Dover.

The Community structure and boundaries are all indicated on Map No. 1.

Designated in the South Aldershot Planning District are a number of Development Areas. The areas are indicated on Map No. 2 to the Official Plan. Subject to Section 2.18, Development Area Policies, no large scale urbanization will be permitted until development policies for each area are included into the Official Plan.

1.1.2.6.1 LaSalle Community

This Community, for the most part, is an established Community consisting of three neighbourhoods having as their centres Glenview Public School, King Road Public School, and Kiwanis Park. As school populations increase within this Community, another public school will be planned.

Long Acres Plaza, including the immediate commercial uses along Plains Road East, provides the nucleus for the Community Core. High and medium density residential development will be allowed to locate in the designated area south-east of the Community Core.

Secondary school facilities are provided elsewhere in the South Aldershot Planning District. Aldershot Presbyterian Church, Glenview Public School and LaSalle Park, together with a portion of the other three communities, provides the nucleus of the District Centre. Secondary School and District Recreation facilities are provided in this District Centre.

The creek and adjacent ravine lying to the southeast of Greenwood Cemetery will be known as Wardley Greenway.

The creeks and adjacent ravines lying west of the Burlington Golf Course will be known as Teal and Tanager Greenways. The creek lying adjacent to the Queen Elizabeth Way on the west side will also be a greenway.

LaSalle Park, which is owned by the City of Hamilton, and which serves a regional function, is an historical area and the intent of this Plan is that it will be preserved for park and recreational purposes.

It is the intent of this Plan that a neighbourhood Active Park will be located in the general area of Greenwood Drive and Francis Road.

1.1.2.6.2 Bayview Community

For the most part Bayview is an established Community consisting of one neighbourhood having as its centre Fairview Public School. There is also an isolated residential area to the west which is smaller than a normal neighbourhood and is incapable of supporting an elementary school.

Aldershot Plaza, Aldershot High School and commercial uses fronting on Plains Road, along with a portion of the other three Communities, will provide the nucleus of the District Centre.

High and medium density residential development will be provided west and south of the Aldershot Plaza, and will be architecturally blended with the adjacent low density residential area to the west and south.

The creek and adjacent ravine lying west of the Aldershot High School will be known as Aldershot Greenway.

1.1.2.6.3 Royal Community

This Community, for the most part, is an established Community not yet of sufficient size to warrant a neighbourhood. The policy with respect to residential development will be to provide an integration of low, medium and high residential units in the unoccupied areas, all on the basis of planned development proposals.

Existing commercial extending along Plains Road and Waterdown Road along with a portion of the other communities provides the nucleus of the District Centre. Only medium density residential development will be located adjacent to the District Centre and be architecturally blended with the adjacent residential developments. Notwithstanding the definition of medium density in Section B, General Proposals, Subsection 2.6 Residential Areas: The number of dwelling units will be permitted to range from approximately 23 to 44.5 per net hectare in this community. Am. #94

The part of Hidden Valley (Grindstone Creek), together with the Royal Botanical Gardens, provides a greenway, open space, park and recreational facilities not only for this Community, but for the entire Town of Burlington.

1.1.2.6.4 Dover Community

This Community is a partially established Community consisting of one neighbourhood which has as its centre Maplehurst Elementary Public School.

The existing Holy Rosary School and Church, Maplehurst Public School and East Plains United Church, together with the existing commercial uses, provide the nucleus for the Community Core.

High and medium density residential development will be allowed in appropriate locations, and be architecturally blended with the surrounding lower density residential areas.

The commercial uses at the north-east corner of Plains Road and Waterdown Road, along with a portion of the other three Communities, provide the nucleus for the District Centre.

High and medium density residential development will be allowed in the unoccupied land to the north-east of the District Centre.

Smaller service industry similar to those established on Enfield Road may locate in small groups along the north and south sides of the Canadian National Railway.

The residential designation 'Medium and High Density' will recognize the continuance of the greenhouse operation in the area. However, any re-development of this operation and adjacent lands within this designation will only be on the basis of single or medium density residential uses at densities not exceeding 29.7 units per hectare, with structures not exceeding a four-plex, in such manner the low density single family character of the adjacent and surrounding area will be maintained. Am #60

1.2 WELLINGTON PLANNING DISTRICT (Map No. 2)

1.2.1 Location

Wellington District is bounded on the north by the Queen Elizabeth Highway, on the east by the Guelph Line, on the south by Lake Ontario, and on the west by the Queen Elizabeth Highway.

The Wellington Planning District has a number of Development Areas. The areas are indicated on Map No. 2 to the Official Plan. Each Development Area is subject to General Proposals Section 2.18 Development Area Policies, and no large scale urbanization will be permitted until development policies for each area are included into the Official Plan. Am. #85

1.2.2 Composition

Wellington District will contain the following major classifications:

1.2.2.1 Town Centre

The Town Centre is that land contained generally within the triangle formed by the intersection of Olga Drive and Hager Avenue, to the Joseph Brant Memorial Hospital, then to the intersection of the Guelph Line and New Street.

The triangle does not represent a precise boundary but identifies a general area where all land uses and buildings normally associated with a Town Centre will be located in the most ideal and compatible manner possible, in order to serve the entire Town of Burlington. It is not intended that every parcel of land within the triangle will be used for Town Centre purposes. Several housing developments infiltrate the triangle, and they will be encouraged to retain their present good quality and appearance until such time as it may be necessary to redevelop them for expansion of Town Centre Uses, either publicly or privately.

The Town Centre fulfills the function of District Centre for the Wellington District. Required Neighbourhood Centres for the communities of Maple and Brant are incorporated within the Town Centre.

The following general land uses, with their respective buildings, open spaces and off-street parking, will be encouraged to develop according to the highest standards of architectural design and site planning in order to create a practical and convenient Town Centre:

Government and private administration facilities;

Cultural facilities;

Educational and institutional facilities;

Commercial retail uses.

Office facilities and low, medium and high density residential uses with a preponderance of high density apartment buildings which, in some cases, may provide commercial facilities on the lower floors and which, in some cases, may also provide office accommodation.

The Central Park complex as located on and having major frontage on New Street and Guelph Line will be developed as the major central community cultural and recreational centre for the Burlington area. Its facilities will provide both active and passive recreational facilities for the total population age structure.

All development in the Park will recognize the aspect of space relationships, i.e. buildings to open space and to other buildings, topography, landscaping, and architectural compatibility. The overall total development of Central Park will be cognizant of the proximity of and any future re-development proposals for the Central Business District. The Park is an integral part of the Town Centre.

Within the triangle which identifies the Town Centre, certain established uses form the nucleus of identifiable Sections which will be encouraged to develop or expand according to the uses and standards of Town Centre development referred to previously. These Sections are referred to as:

- (a) The Central Business District
- (b) The East Section
- (c) The North Section
- (d) The South Section

In some cases these Sections are separated by good quality residential development which will be encouraged to remain with the least possible disturbance as the Town Centre uses expand.

The policy of development recognizes the established character of the various Sections of the Town Centre and therefore will encourage each Section to expand and improve in order to provide all Town Centre facilities for the expanding population.

It is anticipated that re-development will continue in line with the general growth pattern both publicly and privately.

1.2.2.1.1 Central Business District

(a) Municipal Government

The Civic Administration Building on Brant Street is the focal point for all development in the Central Business District, and will serve the Town and area for many years. It is the intent of this Plan that the existing uses south of the Civic Administration Building and fronting on Brant Street, Elgin Street and Locust Street will be re-developed for public uses, and will include such uses as government administration facilities.

(b) Commercial

The present commercial uses on Brant Street, New Street and Lakeshore Road form the nucleus for the Central Business District in the Town Centre. The facilities provided serve the entire Town of Burlington, as well as the daily needs shopping for Wellington District.

As the population of Burlington increases, the Central Business District in the Town Centre will be encouraged to expand, providing a greater general retail commercial variety as well as specialty shopping. Department Stores will be encouraged to locate here. It is in the Town Centre that one may find comparative shopping on a wider basis, and where one may find a wider range, particularly of the service goods, than is likely to be found in the planned shopping centres. The entire range of commercial retail and service uses would be permitted in this area.

(c) Other Uses

Office buildings for banks, business and professional services; apartment buildings, designed entirely for living accommodation as well as those designed to accommodate commercial and office uses; cultural; religious; educational and institutional uses which may be required to serve the Town of Burlington, will be encouraged to locate here in order to give stability to the Central Business District.

(d) Delineated Area of the Central Business District

The area which identifies the Central Business District is generally indicated on Map No. 2, and is termed as a flexible area, and will be more precisely established when commercial and Central Business District uses take place.

When further commercial development takes place, it must take cognizance of the existing houses which will remain and thus suitable buffering and set-back policies must be provided.

1.2.2.1.2 East Section

The East Section of the Town Centre designation is identified by the area encompassed by the Central Park Complex. The New Street frontage in this area will be retained and developed primarily as a single family detached dwelling area. However, and notwithstanding the above, cultural, institutional and religious uses will be permitted along the New Street frontage in this Section.

Existing commercial west of the Guelph Line will be encouraged to expand but only where it is advisable to fill in open spaces or according to development policies.

The lands lying east of the single family homes fronting on Delaware Avenue and between New Street and the H.E.P.C. transmission line will be encouraged to develop with apartments of the medium and high density category.

1.2.2.1.3 North Section

The North Section of the Town Centre designation will generally be identified by the intersection of Olga Drive and Hager Avenue and the existing educational, church and park complexes fronting on Brant and Baldwin Streets.

Brant Street will become the main entrance into the Central Business District from the north. Therefore a high standard of building development, allowing such uses as educational, institutional, cultural, religious, offices, commercial and apartment uses will be encouraged to locate along the Brant Street frontage in this Section.

1.2.2.1.4 South Section

The South Section of the Town Centre is identified by the Joseph Brant Memorial Hospital and Provincial Government lands, upon which are located the offices of the Department of Highways and the Ontario Provincial Police.

The main entrance from the south and west to the Town Centre extends through this location; therefore, a high standard of building development allowing such uses as educational, cultural, institutional, commercial, recreational, office and apartments will be encouraged.

Lands lying north of the Hospital and the Provincial uses are predominantly developed as single family home. Re-development along the north side of Lakeshore Road will be encouraged in order to provide the above referred to uses.

1.2.2.1.5 General Policy for Existing Industries in the Town Centre

The A.S. Nicholson Lumber Company, the Halliday Company and Susan Shoe Company are older industries located on the periphery of the Town Centre. Any enlargement or re-development of these industries over the past years has been small. However, as other forms of urban development and traffic increases in the south section of the Maple Community, trucking between these industries and the Indian Point Cloverleaf, including the future Queen Elizabeth Highway interchange at the Plains Road-Maple Avenue Overpass may become a serious problem.

Although this Plan does not attempt to outline a specific policy for eventual relocation, such relocation, when imminent, will be encouraged and the land to be re-developed in a mixture of high and medium density residential units.

1.2.2.1.6 General Policy for the Existing Railway in Town Centre

The Canadian National Railway at the present time does not have plans for the removal of this track; on the contrary, changes now contemplated in the movement of freight traffic may increase the traffic on this line. Land uses which require siding facilities will not be encouraged to locate south of Graham's Lane. Siding facilities in this area will only be required to serve the A.S. Nicholson Company and the Halliday Company.

As development takes place in the Town Centre the removal of grade crossings will be encouraged for public safety and vehicular movement. As it is anticipated the main C.N.R. rail line will become a commuter connection between Toronto and Hamilton within the period of this Plan, the provision of a commuter station is suggested in the Wellington District subject to proper site plan studies.

1.2.2.1.7 General Policy for the Existing Hydro Electric Power Commission Line in Town Centre

Re-development of the Hydro Electric Power Commission lands, located south of Elgin Street, will be encouraged for both public and private uses.

1.2.2.1.8 Summary

The Official Plan Policy visualizes a Town Centre architecturally sound, with good ingress from the residential areas, considerable off-street parking, well landscaped areas, all of which will provide a focal point for the citizens of Burlington and of which they may be proud.

The Town Centre will be visible from the Burlington Skyway Bridge and the intersection of the 403 Highway and Queen Elizabeth Way, thus providing a skyline which could become a landmark for inter-city traffic.

In order to develop the lands on the highest plane possible, it is contemplated that expert architectural advice will be needed.

1.2.2.2 Industrial

This section deals with industrial other than that located within the Town Centre. Existing industries generally adjoin the Canadian National Railway main line, with the exception of smaller industries located on the south side of Fairview Street and on the south side of Plains Road west of the C.N.R. overpass.

A considerable amount of land designated for industrial purposes is not used. Industrial expansion into these areas will be encouraged with the least possible disturbance to adjoining residential lands.

Tree planting will be encouraged where industrial areas abut residential areas in order to obtain suitable buffer strips.

Light industrial development along Graham's Lane and in the vicinity of the intersection of Graham's Lane and Brant Street, and more particularly west of Brant Street including the area north of Fairview Street, will be encouraged to maintain a high degree of design, housekeeping and spacing in order to provide good general appearance for this northerly entrance to the Town Centre.

Am.
#97

A "GO" Transit Station is proposed north of Fairview Street east of Brant Street. The lands designated industrial along Fairview Street will permit, in addition to industrial uses, a number of ancillary commercial uses, which are not generally found in shopping plazas or the town centre and which usually require large parcels of land. The permitted uses along Fairview Street must also be compatible with the surrounding area and special attention must be given to architectural design of the buildings, site planning and landscaping to create a pleasant streetscape as Fairview Street is a major east-west arterial road in the city. Notwithstanding the above, one variety store with a floor area not exceeding 175 square metres of retail area is to be allowed at the northwest corner of Fairview Street and Maple Avenue within an automotive centre development.

Am.
#93

1.2.2.3 Residential

Wellington District offers the greatest range of housing types and residential density standards. High and medium density unit structures will be encouraged in the undeveloped areas, and also through re-development of older sections in the Town Centre.

The Official Plan policy recognizes the need to increase the population, particularly as certain residential uses will be re-developed for new commercial structures and uses. It is therefore the intent of this Plan that residential densities in the area bounded by Maple Avenue on the west, Caroline Street on the north, and Martha-Torrance Streets in the east will be permitted at a maximum of 248 units per net hectare.

In the Graham's Lane - Brant Street Area, which is located on the periphery of the Town Centre designation, residential densities not exceeding 186 units per net hectare will be permitted.

Within the remainder of the Wellington District, and including the remainder of the Town as well, high rise residential development will not exceed a maximum of 124 units per net hectare.

1.2.2.4 Roads

The Town Centre obtains its ingress and egress from an outer ring road consisting of Plains Road on the north, Guelph Line on the east, Maple Avenue on the west, and Lakeshore Road on the south.

All arterial roads located outside the area described by these roads have convenient access to the outer ring road. The outer ring road also serves as a by-pass road for all traffic not requiring entry to the Town Centre.

Direct access from the outer ring road to the Town Centre is provided by the following existing and proposed roads and proposed road improvements.

1.2.2.4.1 Brant Street

Brant Street, from Plains Road in a southerly direction, will require elimination of the Canadian National Railway grade crossing in order to provide convenient and easy access to the Town Centre.

From Lakeshore Road in a northerly direction, Brant Street provides access to the Central Business District of the Town Centre.

1.2.2.4.2 New Street

New Street, when re-located west of Guelph Line and extended to the Maple Avenue area, will provide access to the Town Centre while, at the same time, providing through traffic flow. Final proposals for New Street have not been completed, and it is recommended that studies be continued for future inclusion into the Official Plan.

1.2.2.4.3 Fairview Avenue

Fairview Avenue will provide the major northerly east-west access to Brant Street and the Town Centre from both the Lakeshore and Aldershot Planning Districts. Fairview Avenue will be extended westerly, from its present alignment to Brant Street, and further westerly across the Maple Community to Plains Road East.

This road will also function as an arterial for through traffic flow for those industries located on Fairview Avenue and which will require access to existing and future interchanges.

1.2.2.5 Community and Neighbourhood Proposals

Wellington District will consist of the following seven communities:

Leighland; Queensway; Ghent; Maple; Brant; Lakeside; and Burlington Beach. Am. #52

The Community Structure and boundaries are indicated on Map No. 1.

1.2.2.5.1 Leighland Community

This Community includes a small amount of residential development with some commercial uses located on Plains Road. Primary school facilities are provided elsewhere. Am. #67

This Community is generally located south and east of the Queen Elizabeth Highway and north of the Canadian National Railway Lines and is bisected by the Hydro Electric Transmission Lines. Am. #95

High and medium density residential development will be encouraged in certain designated areas of the community. The internally designated Neighbourhood Centre will indicate the general location for a future required neighbourhood park. It is not anticipated, nor encouraged, that an elementary public school or neighbourhood commercial uses be required in the area of this Neighbourhood Centre. Am. #67

It is recognized that at the intersection of Plains Road and Brant Street some commercial uses exist along with an established warehouse operation south of Plains Road East. A traffic problem exists at this intersection. Therefore, when considering and permitting any commercial expansion in this area, regard should be had for the traffic problem and the solution thereof. Am. #95

A parcel of land, containing approximately 2.8 hectares on the north side of Plains Road running easterly from Brant Street, is leased under a long term land lease. The lessee, on the basis of the existing commercial zoning for this parcel of land, has planned a shopping centre. Therefore, notwithstanding anything contained in this Official Plan, and because of the existing commercial zoning, such development will be permitted within the limitations of the Zoning By-laws of the Town.

Notwithstanding the definition of "Neighbourhood Centre", the lands abutting Plains Road between Brant Street and Glendor Avenue may be used for general commercial purposes, including automobile repairs and ancillary uses. Therefore, such uses are deemed to conform to the Official Plan.

New commercial uses shall provide for the protection of adjoining areas designated "residential" on the Official Plan. Such measures shall include, where applicable, among others, provisions for the following:

- a) increased yards, parts of which next to the residential areas shall be set aside for landscaping purposes only;
- b) noxious repair operations, to take place only within enclosed buildings;
- c) adequate loading and parking spaces on the premises;
- d) the design of points of access to roads, so that the traffic problems are not aggravated nor dangers to pedestrians introduced; and
- e) the directing of lights and illuminated signs away from residential areas, etc.

In view of the substantial highway development that is anticipated in the northerly section of the Community, vacant lands abutting and in close proximity to the highway are designated as Development Areas. Development in these areas will not be permitted until detailed studies and policies are formulated and incorporated into this Plan.

1.2.2.5.2 Queensway Community

Queensway consists mainly of a Veterans Land Act Survey of large lots, registered in the year 1946. The area is completely separated from other communities by railways and highways.

It is the intent of this Plan that a small neighbourhood park shall be located in the southwest quadrant of Glenwood School Drive and Guelph Line.

Lands lying north of the Canadian National Railway line abutting the west side of Guelph Line are designated Industrial and will be encouraged to develop and redevelop for office and other compatible industrial uses. Special buffering and landscaping features will be required where these Industrial lands abut residential or park uses.

Am #129

Notwithstanding the "Industrial" designation on the lands located in the northwest quadrant of Guelph Line and McDowell Road certain commercial uses shall be permitted. These commercial uses such as an automotive dealership, must be compatible with the surrounding area and not have a detrimental impact on the transportation system and be in accord with the general Industrial provisions contained in this Plan.

The Highway Commercial designation in the southwest corner of the Guelph Line and Q.E.W. will recognize the existing highway commercial uses and will encourage the further development of highway uses, such as motels, restaurants and the like.

1.2.2.5.3 Ghent Community

Ghent is a well established community, consisting of two neighbourhoods having as their centre Wellington Square Public School, which is located on Yorkshire Crescent, and a proposed school-park complex north-east of Optimist Park on Prospect Street.

Vacant lands lying to the north-west of Optimist Park will be encouraged to develop with a mixture of medium and high density residential units. The Highway Commercial designation on Guelph Line south of the C.N.R. tracks will recognize the existing commercial uses and will encourage the development of commercial facilities which will complement the Regional Shopping Centre uses. Existing commercial uses on Brant Street, in the general area between Ghent Avenue and Maplewood Drive, form the nucleus for the Community Core. In-filling with commercial uses will be encouraged in this area.

A high and medium density area is designated on the north and south frontages of Woodward Avenue and immediately west of Guelph Line. In the designated area south of Woodward, high density residential development will be permitted, with frontage on Guelph Line and extending approximately 183 metres westerly along Woodward. The remainder of the area is proposed for medium density, low rise multiple development. For the designated area north of Woodward Avenue, medium density development is proposed for the area west of the existing apartments.

1.2.2.5.4 Maple Community

Location

The Maple Community is bounded on the north and east by the Canadian National Railway Lines, on the south by North Shore Boulevard and on the west by the Queen Elizabeth Way.

Community Planning and Development Policies

The development of this Community is to include a complete range of housing, i.e. single family, medium density and high density dwelling units to satisfy the residential needs of various economic groups. It is the intent of this Plan to encourage innovative housing concepts.

Am #85

All development including commercial, industrial, parks and schools will be cognizant of and integrated with the existing land uses within the Community and the abutting lands with special efforts to be made for their compatibility and aesthetics in design. Low density residential development along Maple Avenue will only be allowed with reverse lot frontages. The City will require the incorporation of nuisance abatement features for development in the Community particularly for development occurring west of Maple Avenue. Staging of any land development in the Maple Community will be contingent upon availability of necessary Municipal services and is within the program and priorities of the City's as well as the Region's Capital Works Program. Further, the development of this Community will also be contingent on the adequate provisions of educational and recreational facilities.

Community Core

The centre for this Community will be the Community Core. The location of this Core will centre on the Maple Avenue and Fairview Street intersection. This Core will provide the location for multiple residential development and commercial facilities.

Neighbourhood Centre

The Maple Community will consist of integrated neighbourhoods each being centred on an elementary school or neighbourhood park. The neighbourhoods will be developed as total units, but will be integrated by the interconnecting roads. A neighbourhood centre is located at the intersection of Lockhart Road and Maple Avenue. Neighbourhood commercial uses will be permitted in the south-east corner of Maple Avenue and Caroline Street.

Am.
#85

Residential DevelopmentLow Density Residential Areas

Low Density residential development will generally consist of single family detached homes, but will include other forms of low density units such as semi-detached type units. The development of the latter will be on lots providing sufficient open space and architecturally designed to blend harmoniously with the character of the single family houses.

Multiple Density Residential Areas

With the general context of the Official Plan Amendment No. 49 specific designations for multiple residential areas have been made. However, the Plan does not attempt to indicate which part or area is designated for either medium or for high density uses. This aspect has been more clearly defined in the Municipality's Zoning By-law.

It is the intent of this Plan that these indications are flexible in delineation and geographic area and may be modified to a minor extent without the necessity for an Amendment to the Official Plan.

This Plan will encourage in the multiple residential areas, the development of private open space, which provides play areas for pre-school children and passive recreational areas for people of all ages.

Commercial

Commercial areas as defined under General Proposals Section 2.7 and 2.8 The Commercial Use of Land will be confined to the Major arteries and collector roads in areas so designated on the Official Plan Map.

Neighbourhood Commercial

The existing commercial designation at the intersection of Lockhart Road and Maple Avenue will be replaced by a similar designation at the south-east corner of Caroline Street and Maple Avenue. It is the intent of this Plan to encourage development of neighbourhood shopping facilities at this location as a free standing structure or as part of the high density residential development on the adjoining property.

In case of an integrated development, commercial uses are to be on the ground floor to serve strictly as a neighbourhood shopping facility.

Highway Commercial

Commercial uses are permitted in the Community Core and will be confined in the area south of Fairview Street, east of Queen Elizabeth Way, north of Hager Rambo Diversion channel and west of Maple Avenue. This Commercial area is exposed to major arterial roads and also to the Highway interchange. Due to its location, a shopping centre will be encouraged to locate here. It is anticipated that this shopping centre will be of a nature to serve the City as a whole as well as Maple Community, but its role in this regard is expected to be influenced by the population distribution in the Regional Plan.

Am.
#85

Industrial

Industrial areas will be limited to the northern area of this community as designated on the Official Plan map and described in the text under Section C Specific Proposals 1.2.2.2 Industrial.

Parks and Open Space

The Maple Community Plan provides for two parks, one neighbourhood active park to be located east of Maple Avenue and south of Hager Rambo Diversion Channel and one community park to be located west of Maple Avenue opposite Richmond Road. The designated park locations are flexible and the intent is to have the parks in the general vicinity and not limited by specific boundaries. Additional recreation space will be provided through the dual use of school properties, and private open space in the multiple residential developments.

Schools

This Plan provides for one public secondary school and two public elementary schools. One elementary school and secondary school will be located adjacent to the community park to provide a large central community complex. The other public school being the existing John A. Lockhart public school located at Lockhart Road and Maple Avenue will continue to serve the surrounding neighbourhoods.

This Plan also provides for the location of a separate elementary school and church site opposite the Community Park Complex along Maple Avenue. Because of the shape and size of the area, all of the three schools needed in future are grouped together to form a compact school campus with a park and play fields. This educational and recreational centre is centrally located as to provide a convenient access and is within walking distance of every corner of the Maple Community.

If in the future it is determined that any of the proposed school sites are not needed; it is the intent of this Plan that those sites be developed for low density residential units. While an amendment to this plan is not required to permit this development, any surplus school designation will be deleted and replaced by a Residential Low Density designation in conjunction with any future official plan amendment.

Town Centre

The South Section of the Town Centre extends into Maple Community. Residential developments in the nature of multiple density dwelling units are encouraged to locate here. The Town Centre also fulfills the function of a Neighbourhood Centre for this area.

Am.
#85

Major Road Pattern

Maple Avenue will be widened and diverted to the east in a northerly direction from the Hager Rambo Creek Diversion Channel and connected to Plains Road East.

The Queen Elizabeth Way will be widened and realigned. There will be a major interchange on the Queen Elizabeth Way at Fairview Street. Caroline Street will be extended westerly to intersect Maple Avenue. Plains Road will become a dead end road at the Queen Elizabeth Way Highway.

Fairview Street will be extended through this Community and connect with Plains Road East in the Aldershot area.

The lands required for the widening of the Queen Elizabeth Way, proposed Fairview Street, Caroline Street, the realigned Maple Avenue are indicated on the Land Use Map.

For Interpretation of Boundaries, Section 1 of Part B (General Proposals) of Official Plan Amendment No. 49 applies.

For Implementation, Section 7 of Part B (General Proposals) of the Official Plan Amendment No. 49 applies.

1.2.2.5.5 Brant Community

This Community lies mostly within the Town Centre. The existing residential development may be considered as two Neighbourhoods, one lying to the east of Brant Street, the other lying to the west of Brant Street.

These Neighbourhoods rely on Wellington Square, Central Public School and John Lockhart Public School, and the Central Business District of the Town Centre, to provide neighbourhood facilities.

The existing housing developments will be encouraged to remain in their present form until such time as re-development is necessary to provide expansion of Town Centre facilities.

The medium and high density designation located on the west side of Guelph Line between First and Third Streets, recognizes the existing multiple family development and will encourage the re-development of existing uses for medium and high density development.

Existing commercial uses on Brant Street, in the area between Ghent Avenue and Maplewood Drive, form the nucleus for the Community Core. In-filling with commercial uses will be encouraged in this area.

Notwithstanding the residential use designation which appears on the Official Plan maps, a medical clinic (with or without professional offices) is allowed at the north-west corner of Olga Drive and Brant Street.

The designated Community Core symbol centered on the intersection of Brant Street and Prospect Street shall be interpreted as having its northerly extension extending to the southerly boundary of the C.N.R. right-of-way and including the east and west frontages of Brant Street within such designation. In the development of this area for commercial purposes, special attention is to be given to the design and landscaping of any proposed building.

Am.
#99

1.2.2.5.6 Lakeside Community

This is an established Community of one Neighbourhood having as its centre the Lakeshore Public School. The lands, for the most part, are occupied with single family houses, with some existing apartment development on the Guelph Line and Lakeshore Road. Further apartment development, unless specifically designated, will not be encouraged in the Lakeside Community.

Shopping facilities are provided in the Central Business District of the Town Centre, and thus no further commercial is needed in this Community.

1.2.2.5.7 Burlington Beach Community

a) Future predominant land uses

Transportation link

Am.
#52

- (a) Burlington Bay Skyway
- (b) Highway No. 20
- (c) Canadian National Railway
- (d) Hydro-Electric Power Commission of Ontario transmission tower lines
- (e) Hamilton Harbour
- (f) Burlington Ship Canal

Public use lands (Civic & Government)

- (a) Joseph Brant Memorial Hospital
- (b) Department of Highways
- (c) Ontario Provincial Police
- (d) Burlington Pollution Control Plant
- (e) Municipal Parks
- (f) Canada Centre for Inland Waters

Recreation

The lake shore sand beach and possibly other areas for summer recreation purposes.

Detailed planning and staging for the foregoing predominant land uses cannot be immediately established. However, it is intended to continue with essential studies which will lead to definite policies.

b) Future development policiesTransportation Link

Re Highway and Rail - studies have shown that present transportation facilities will require expansion, and therefore it is expected that changes will be made to the present highway and rail system.

Re Hydro-Electric - changes may be made in the location and size of existing steel towers.

Re Harbour Facilities - the Hamilton Harbour Commission exercises control over Hamilton Harbour.

Lands have been acquired, north of the Burlington Canal, by the Department of Energy Mines and Resources, for a marine research centre and known as the Canada Centre for Inland Waters (C.C.I.W.).

Temporary accommodation will be provided in a trailer complex, which will provide laboratory and office space for scientists and technicians during the period in which the permanent buildings are being planned and constructed.

The permanent buildings of the Canada Centre for Inland Waters will accommodate the Great Lakes Division, Inland Waters Branch, its ships and facilities, the Water Quality Division, and other government and academic research units.

Due to the scientific nature and the long term plan to establish a campus-like arrangement of buildings for the Research Centre, it is essential that other land uses in the vicinity do not have an adverse effect on the general appearance and operation of the Centre.

It is the policy of this Plan that the following uses and activities within at least 805 metres of the Research Centre be under strict control:

- 1) Activities which are a source of air and water pollution;
- (2) Activities where loading and unloading could emit dust, fumes, or liquids;
- (3) Activities which could be a source of vibration or noise.

Commerce, package goods shipping, warehousing, and those uses required to serve harbour development have been considered as compatible uses within the general area of the Research Centre, providing that careful consideration is given to building design, site location and aesthetics.

Policies with respect to Public Use Land (Civic and Government)

Enlargement of the existing public uses is anticipated. However, the present open space landscaped character will be maintained in order to be compatible with the recreational proposals for the Beach Strip.

Policies with respect to Recreation

It is the intent of this Plan to preserve the sandy beach between the C.N.R. tracks and the shore line of Lake Ontario, and certain lands between the C.N.R. track and the Burlington Bay Skyway, for public recreation purposes, picnicking, boating and bathing and accessory commercial uses. Plans, and a staging policy, will eventually be prepared when lands for this area are finalized, to show how this may be developed and connected to Spencer Park.

c) Policies with respect to Existing Residences and Commercial

Due to the future policies for transportation, public use and recreation, all or part of the lands used for residential or commercial purposes may undergo re-development.

However, no major change is anticipated until a re-development plan and policy is produced.

Until such time as a re-development plan is produced, existing buildings and structures are deemed to be in conformity with the Plan.

Encouragement will be given to improve the area. Therefore alterations, additions and improvements to existing buildings and structures will be permitted.

Yard requirements for new buildings will be based on existing yard requirements. The establishment of new single family residential units or commercial units, as in-filling on vacant lots, will be based on agreements and requirements of the Halton County Health Unit.

When plans are finalized for the recreation area and for re-development purposes, they will be incorporated into the Official Plan as an amendment.

1.2.2.6 Summary

Wellington Planning District contains considerable development which, due to age, expansion of highways, new business and commercial development, has become out-dated and neglected. Re-development by either the private and/or public sector will be required to improve this situation.

The Official Plan Policy has established the Town Centre in this area, and on the basis of this assurance, business and commercial establishments will be more inclined to expand, improve and re-develop their properties.

It is anticipated that re-development proposals will be forthcoming, and it is at this stage that the Departments of the Town of Burlington, working closely with the re-development agencies, will in the long run produce the most convenient and effective development for Wellington District necessitating a possible Amendment to this Plan.

1.2.2.7 Policies with respect to Parking

The cost of public parking lots:

- a) to serve the Central Business District, and
- b) as described in By-laws passed pursuant to The Town of Burlington Act, 1968-69, will be raised in accordance with the said Act."

Am.
#91

1.3 LAKESHORE PLANNING DISTRICT

1.3.1 Location

Lakeshore District is bounded on the north by the centre line of Queen Elizabeth Way, on the east by Burloak Drive, on the south by Lake Ontario, and on the west by the centre line of the Guelph Line.

1.3.2 Composition

Lakeshore District will contain the following major classifications which are described as follows, and will be further described under the Community and Neighbourhood proposals.

1.3.2.1 District Centre

This Centre will be located in the general area of the intersection of Walker's Line and New Street, and will include portions of the four abutting communities of Dynes, Longmoor, Strathcona and Shoreacres.

1.3.2.2 Commercial

Except for the Regional Shopping Centre and Highway Commercial designations on the Official Plan maps no other specific commercial designations are indicated. However, commercial uses for the Lakeshore District are permitted under the major classifications of District Centre, Community Core and certain Neighbourhood centres as previously defined.

Highway Commercial, as previously defined, will be permitted only on the land at the north-west corner of Lakeshore Road and Burloak Drive.

1.3.2.3 Industry

Various types of industry will be established south of the South Service Road. Those requiring rail facilities will be encouraged to establish north of the main Canadian National Railway Line, while those not requiring rail facilities and the smaller type of industries will be encouraged to locate south of the main Canadian National Railway Line.

The general development plan for the industrial lands envisages showcase prestige types of industry fronting the South Service Road, suitably landscaped in order to establish and preserve the showcase character. Care will be taken to keep the number of grade separations to a minimum.

Extensive tree planting will be encouraged along the southern boundary of the industrial land to provide a buffer between those lands and the residential areas to the south.

North of New Street, and adjacent to the Trafalgar Line (Burloak Drive), is land for purposes of the petro-chemical industry. Am. #72

1.3.2.4 Special Agriculture

Special Agriculture is a use which will provide considerable open land with limited building coverage, allowing such uses as agriculture, commercial greenhouses, recreation (commercial and municipal).

There are approximately 6 hectares under this classification being utilized for commercial greenhouses in the Dynes Community and more particularly located between Cumberland Avenue and Woodview Road, south of the Ontario Hydro Right-Of-Way with frontage on New Street. Am. #113

1.3.2.5 Residential

Lakeshore District has been divided into seven communities which, collectively, will provide a complete range of housing types, functionally and economically suited to the varied family formation needs of this District.

Within the residential areas sufficient land will be allocated for educational, social, cultural and recreational facilities.

Various residential plans of sub-division have been developed in the Lakeshore Planning District, mostly south of New Street. There are vacant lands between these housing developments which will be encouraged to develop in a manner most compatible with existing surrounding housing.

Lands north of New Street, once mostly unoccupied in regard to urban uses, are presently being developed under comprehensive planning programmes.

It is the intent of this Plan that, within the area of the northern boundary of the residential and the adjacent industrial areas, a screen of trees and planting will be established in order to provide a greenbelt buffer. This extensive tree planting will be implemented on both residential and industrial lands by zoning, sub-division and private agreements with the Municipality.

High and medium density residential development will be located within and adjacent to the District Centre and the Community Cores.

1.3.2.6 Greenways

Major drainage creeks, with adjoining wooded table and low lands, will be conserved as nearly as possible in their natural form in order to preserve the natural drainage and to provide open space and recreational facilities, such as pedestrian walkways.

1.3.2.7 Communities and Neighbourhoods

Lakeshore District will consist of the following seven communities, each consisting of one or more neighbourhoods: Roseland, Strathcona, Shoreacres, Elizabeth Gardens, Dynes, Longmoor and Sheldon.

1.3.2.7.1 Roseland Community

This is an established community consisting of one neighbourhood, which has as its social centre a private park with certain recreational facilities, and the Port Nelson United Church.

It is intended that the small portion of undeveloped land will be used for housing types similar in character to those already in existence.

Shopping and educational facilities are provided elsewhere in the Lakeshore District, and further, such facilities are not anticipated within the Roseland Community.

The easterly side of the Community is bounded by a drainage creek which empties into Lake Ontario. This creek will be known as Roseland Greenway and may in the future have sections developed with open space park type uses.

1.3.2.7.2 Strathcona Community

This is an established community consisting of two neighbourhoods, having as their centres the Tuck and Strathcona Public Schools.

Tuck Public School and the adjacent park provide the nucleus for a Neighbourhood Centre.

Shopping and secondary school facilities are provided elsewhere in the Lakeshore Planning District.

St. Raphael's Roman Catholic Church and Primary School constitute a social and educational centre catering to the entire Lakeshore District.

The easterly side of the community is bounded by a large ravine formed by a major creek which empties into Lake Ontario. This ravine, with adjacent lands not suitable for development, will be known as the Shoreacres Greenway, and will extend from the shore of Lake Ontario to the proposed District Park located in the Longmoor Community.

The creek located to the east of Lakeview Avenue, and the adjacent land not suitable for development will be known as the Tuck Greenway and will extend from the shore of Lake Ontario through a municipal park to the Dynes Community.

The lands located north of the General Brock High School, and fronting the south side of New Street are designated Residential, Medium and High Density. This density recognizes the continuance of the existing single family development. The Plan will encourage the redevelopment of the area for medium density uses only, at residential

densities not exceeding fourteen units per acre, and structures not exceeding a four-plex in size. Uses compatible to the high school, such as an institutional use, a fraternity, lodge, boarding house, and a day nursery will be permitted.

In the area subject to possible flooding, according to the James F. MacLaren Limited Report dated October 1965, development will be permitted subject to the approval of both the Council of the Town of Burlington and the Halton Region Conservation Authority, and a report from the Municipal Engineer indicating that the flooding hazard has been alleviated or the development has been modified to avoid a flooding hazard in such a manner, as to not create additional hazards for abutting or nearby properties.

1.3.2.7.3 Shoreacres Community

This is an established Community consisting of one neighbourhood, which has as its social centre W.E. Breckon School, Appleby United Church and a park which provide the nucleus for a Neighbourhood Centre. It is a small community, and is thus considered too small for more than one neighbourhood.

Shopping and secondary school facilities are provided elsewhere in the Lakeshore District.

The westerly side of the community is bounded by the Shoreacres Greenway, and the easterly side is bounded by a creek which, with adjacent ravine and low lands, is to be known as the Appleby Greenway. This extends from the shore of Lake Ontario northerly through the Sheldon Community.

Notwithstanding the residential use designation which appears on the Official Plan maps, a medical clinic is allowed to locate on the south side of New Street, approximately 106 metres east of Appleby Line.

1.3.2.7.4 Elizabeth Gardens Community

This is an established community, consisting of two neighbourhoods which have as their social centres Elizabeth Gardens Public School, and a proposed public school and park to be located on Meadowhill Road.

Mohawk Public Elementary School, the municipal park off Spruce Avenue, the lands forming the municipal sanitary sewage plant, the Skyway Shopping Centre, the undeveloped lands extending to Lakeshore Road, the existing and proposed tourist and highway commercial uses mentioned previously in this text, a high density area to the south side of the Skyway Plaza form the nucleus of the Community Core.

The Community Core will be located in the Elizabeth Gardens Community, and centred on the east and west frontages of Kenwood Road, at its intersection on Lakeshore Road. The Core designation does not extend below Lakeshore Road.

It is proposed that new development will be architecturally compatible with the existing development.

A high density area will be located south of the Skyway Shopping Plaza, on the south side of Lakeshore Road and generally contained by White Pines Drive on the west and Hampton Heath Road on the east. Frontage will be on the Lakeshore Road with new apartment development recognizing the overall area development and the amenities of the Lake.

The present commercial establishment located at the north-west corner of Lakeshore Road and Burloak Drive will be encouraged to develop as an attractive and functional tourist and highway commercial facility. Medium density residential development will be considered west of and adjacent to this present commercial corner, and adjoining lands fronting on Lakeshore Road and extending to Hampton Heath Road will also be considered for medium and low density residential development. Such medium and low density residential uses will be architecturally blended and compatible with the existing low density residential area immediately to the north.

The west side of the Community is bounded by the Appleby Greenway which extends northerly from the shore of Lake Ontario through the Sheldon Community. The proposed municipal park to be located on Meadowhill Road adjoins this Greenway.

1.3.2.7.5 Dynes Community

This Community consists of four neighbourhoods which are centred on the existing elementary schools and parks. Although Laurie Smith Public School is considered as a nucleus around which the immediate neighbourhood has focussed, the principle Neighbourhood Centres with their school-park complexes are designated at Tecumseh Public School, St. Paul's Separate School and Ryerson Public School.

The Laurie Smith Public School, Roseland Plaza, and adjacent undeveloped lands form the nucleus of the Community Core.

Approximately 6 hectares of land used for commercial greenhouses will be classified as Special Agricultural, and such uses will be encouraged to continue with suitably landscaped areas adjoining residential uses.

Am.
#113

A high and medium density area will be located south of the Regional Shopping Centre at the intersection of Guelph Line and Prospect Street. The frontage of the high density area will be on Prospect Street.

New apartment development will recognize and be an integral part of the overall development of this corner of the Regional Shopping Centre.

It is proposed that the existing Hydro-Electric Power Commission Transmission Line be re-routed, thus making the lands available for development.

The high and medium density uses will be located within the Community Core and in specific areas so designated.

1.3.2.7.6 Longmoor Community

This is a community with increasing residential development. The community will consist of three neighbourhoods, each centred on a elementary school and municipal park. These neighbourhoods will be located at the south-west corner, the north-west corner, and near the eastern boundary of the community.

Longmoor Shopping Plaza, Nelson High School, and a proposed district municipal park of approximately 24 hectares, Shoreacres Greenway, the proposed elementary school and the adjacent undeveloped lands, will form the nucleus of the District Centre. The District Centre in this case functions as a Community Core and also as a Neighbourhood Centre.

It is proposed that the existing Hydro Electric Power Commission Transmission Lines be re-routed, thus making the lands available for development purposes.

The high and medium density uses will be located within the District Centre and in areas so designated.

1.3.2.7.7 Sheldon Community

This is a community consisting of two proposed Neighbourhoods, one of which has as its centre a proposed elementary school and municipal park, located near the eastern boundary, and one located in the south-west corner which provides a part of the nucleus for the Community Core.

The Community Core will be located in the general area of the intersection of Appleby Line and New Street and will include the corner frontages of the four abutting communities of Longmoor, Shoreacres, Sheldon and Elizabeth Gardens.

High, medium and low density residential developments will be encouraged to develop according to comprehensive schemes. The high and medium density uses will be located within the Community Core and as set out on the Official Plan Map No. 2 as amended.

Am.
#87

As the eastern section of this community will be, in all probability, utilized for the petro-chemical industry, special care will be necessary in the planning of the adjacent residential areas, and a suitable buffer of landscaped area will be necessary.

Am.
#72

1.3.2.8 Summary

Lands which at the present time are not occupied with buildings, and lands awaiting development, will be encouraged to remain for agricultural purposes until full services will allow development in accordance with this Plan.

Ribbon residential development will not be encouraged along existing roads. Development will be encouraged to take place according to detailed neighbourhood plans in accordance with, and at a time when, municipal services can be extended in conformity with the Municipality's capital budget programmes.

1.4 NORTH ALDERSHOT PLANNING DISTRICT (Map No. 2)

1.4.1 Location

Bounded on the north by the Township of East Flamborough and the Village of Waterdown, on the east by Nelson Planning District, on the south by Highway No. 403, and on the west by No. 6 Highway.

Notwithstanding the general policies as indicated in this section, the whole of the North Aldershot Planning District, as indicated on Map No. 2 to the Official Plan, is principally a Development Area and is subject to Section 2.18 Development Area Policies and Settlement Area Policies. No large scale urbanization will be permitted until development policies for the area are included in the Official Plan.

1.4.2 General Policy

It is recognized that the lands provide a future potential for unusual sub-division planning due to the rolling nature of the ground. With extreme care, house plotting will provide a panoramic view over the South Aldershot District to the City of Hamilton skyline.

Due to a considerable amount of unbuildable land, lot sizes in many case will be larger, service costs may be more expensive, and therefore many of the housing developments will be of the larger and more expensive type.

There are also suitable lands for high density and medium density residential uses.

The development of religious administration and institutional facilities will be permitted and will be subject to septic tanks and piped water or communal wells being provided and approved by the Ontario Water Resources Commission, the Halton County Health, and the Town of Burlington.

The development of such facilities will only be permitted through careful site planning, sub-division design, all being controlled through re-zoning and zoning by-law amendments. Although a District Plan is not yet developed for the area, such facilities will recognize the aspect of future land use planning for the area.

Religious administration and institutional facilities will include such uses as establishments providing health, charitable, educational or religious uses. May also include, through the religious activity, establishments providing residential care for the handicapped, young, the aged and the indigent, and other similar uses.

Many of the gullies may require filling in, while in other cases they will remain in their present form and become useful greenways.

The Official Plan Policy recognizes the future development possibilities. However, a complete District Plan cannot be developed until comprehensive detailed surveys and studies of the area are made to determine the most economic and practical plan for re-grading, developing roads, and providing municipal services. It will also be necessary to assess the clay deposits in order to determine the best possible future of the lands now devoted to the extractive industry in this area.

It is recommended that such studies be made in the near future. On the basis of individual wells and septic tanks, limited development has taken place along certain roads and, because of this, some areas are defined as Settlement Areas.

1.4.3 Settlement Areas

Settlement Areas follow the principles set out previously. These are in general of two kinds:

- (a) those in the rural area which may never have full services in the urban sense; and
- (b) those in close proximity to the urban area which may ultimately have services by extension from the urban area.

The Settlement Areas in North Aldershot Planning District fall into this second category, and are as follows:

Central Settlement Area;
York Settlement Area;
Lemonville Settlement Area.

These are subsequently analyzed individually.

1.4.4 Agriculture

A portion of the land is used for this purpose, and it will be encouraged to continue wherever feasible.

1.4.5 Extractive Industry

Lands located along King Road consist of workable clay pits with extraction now taking place. It is expected that these will continue for some time in the future and, when depleted, returned to a condition which may allow recreational or residential uses to develop.

1.4.6 Industry

The general development plan for the industrial lands envisages showcase prestige type of manufacturing plants and office buildings fronting the North Service Road of Highway 403, suitably landscaped in order to establish and preserve the showcase character.

1.4.7 Greenways

The Grindstone Creek is designated in the Plan as a Greenway, and adjacent ravine lands will be preserved for open space and greenway purposes. Within the North Aldershot District all creeks, although not specifically designated at this time, will be studied in conjunction with future Development Area Plans of the District for possible development as future greenways.

1.4.8 Summary

Urban development will be permitted to take place within the North Aldershot Planning District when municipal services are available, and when a future amendment, which will formulate policy and neighbourhood structures, is made to the Official Plan.

1.5 NELSON PLANNING DISTRICT (Map No. 2)

1.5.1 Location

The Nelson District is bounded on the south by proposed Highway 403, on the east by Bronte Creek, on the west by the H.E.P.C. right-of-way, west of Kern's Road, and on the north by a line located approximately 30.5 metres north of the top edge of the Niagara Escarpment.

1.5.2 General Policy

The portion of Nelson Planning District located north of Highway No. 5 will remain, and continue being designated as, rural. The southerly portion of the District will be encouraged to develop on the basis of urban communities and will be designated as urban.

1.5.3 Rural Portion of the Nelson Planning District

It is the intent of this Plan that this portion of the District remain agricultural and rural. Full scale urbanization will not be permitted until such time when full municipal services are made available. Non-farm development will be encouraged in the Settlement Areas, as designated within the District and as set out within other sections of the Plan.

1.5.4 Urban Portion of the Nelson Planning District

The urban part of the District will consist of two urban communities, each to be developed on the community and neighbourhood basis with, and when full municipal services are made available. The two communities will be designated as the Tyandaga and the Brant Hills Communities, the former being located west of Brant Street and the latter east of Brant Street.

Am.
#68

1.5.5 Community Core

One Community Core serving both communities will be centrally located and connected to the two communities by major roads and arteries. This centrally located Community Core will provide the location and focus for community facilities such as major parks, secondary schools and churches and will provide the location for commercial facilities and the location for medium and high density residential land uses. However, the provision of a location for such higher density residential developments does not preclude locating low density residential land uses within the Core designation.

Am.
#111

A secondary and smaller Community Core designation serving a part of the Brant Hills and Headon Communities will be located between Highway No. 5 and proposed Highway No. 403, on both sides of Guelph Line, and as indicated on the Official Plan map as amended.

Am.
#68

This Plan recognizes the importance of minimizing future accesses from the various land uses, and especially commercial uses that will front on major arteries and highways. Accesses along these arteries will be carefully planned and controlled by maintaining a close liaison with the Provincial, County and Local Agencies with respect to their functional and detail plans for road widening and the like.

1.5.6 Neighbourhood Centre

Each community will consist of a grouping of distinct neighbourhoods with the focus on the neighbourhood being the Neighbourhood Centre. Where the neighbourhood centre is located internally within the neighbourhood, commercial facilities shall be limited to outlets or uses which will serve only the immediate neighbourhood. Neighbourhood commercial centres will be encouraged to locate in the vicinity of the north-west and north-east sections of the Brant Hills Community.

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#68

1.5.7 Policies with respect to Community Development

The development of both communities will require a certain degree of flexibility and will develop over a period of years. Uses, therefore, cannot be accurately located. They should, however, be architecturally blended and should provide a high degree of compatibility.

The local planning agency will guide all urbanization according to the principles of sound economic land use planning.

Adequate developmental controls will be provided to the municipality through the implementing zoning by-laws, agreements, and a staging programme of municipal services.

1.5.9.1 Tyandaga Community

The community, as indicated on Map No. 2, is that part of the Nelson Planning District located west of Brant Street, south of Highway No. 5 and the Niagara Escarpment, east of the H.E.P.C. power line and north of proposed Highway No. 403.

This community is partially established, and will continue to develop on a low density residential basis in the form of large residential lots and spacious homes which are located around greenways, ravines and a golf course, the latter being an integral part of a residential subdivision.

The development of this community will be on the basis of integrated residential neighbourhoods with the centre for the community being the Community Core.

This is a special community which satisfies a particular and unusual situation with regard to residential development. The open space concept of residential development will be maintained and the principles for the development of this total community are as follows:

Single family residential homes will be encouraged to develop on large lots with a house size of a minimum of 130 square metres.

Medium and high density apartment areas will be located in specific map designated areas all in conjunction with and adjacent to major arteries, collector roads and/or in commercially designated areas. Such higher density uses will only be allowed in commercially designated areas following specific re-zoning having regard to the protection of the amenities of the abutting land uses.

Medium and high density development will not be permitted within or around neighbourhood centre designations where the predominant peripheral land uses will be for single family development. However, medium density residential development may be located within and adjacent to a Neighbourhood Centre if such centre is located adjacent to a designated residential medium and high density symbol.

The addition of approximately 14.6 hectares of land from a parks, golf course designation to a low density residential designation in the area south of Tyandaga Park Drive and north of the Stelco property, directly affects two designated Neighbourhood Centres in the Tyandaga Community.

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#70

This Plan therefore recognizes:

- (i) the deletion of the presently designated Neighbourhood Centre as located north of Tyandaga Park Drive.
- (ii) the amendment of the designated Neighbourhood Centre in the residential area east of the Stelco Research Centre and south of Tyandaga Park Drive to indicate the location for only a neighbourhood park.
- (iii) the incorporation of a new Neighbourhood Centre designation in the area north of the Stelco property, and south of Tyandaga Park Drive, for purposes of indicating the general location for a future neighbourhood park and elementary school park complex, but no neighbourhood commercial uses.

Physiographic and physical features within the community will be retained and developed as part of the open and greenway system of the area, all in conjunction with the parks and recreation policies of the Town.

A golf course, complete with club house and recreational facilities, will be developed and integrated with the residential and open space concept of this community.

A small neighbourhood commercial area is designated on the west side of Kern's Road, and its commercial facilities shall be limited to outlets which will only serve the immediate neighbourhood.

Commercial uses as defined for the Community Core under Section 2.2.2, General Proposals, will be confined to the major arteries and collector roads in areas so designated.

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#68

Development of the Tyandaga Community will be encouraged, with the subsequent development of community recreational uses, both active and passive, institutional, civic and commercial uses, which will provide the necessities and amenities for the people within the community.

The area generally bounded on the north by the Parkway Belt West, on the east by Brant Street, and on the south and west by Rambo Creek, is known as Tyandaga North. Part of this area is within the "Special Complimentary Use Area" designation of the Parkway Belt West Plan, July 1978. The Parkway Belt West Plan, July 1978, was adopted as part of the Burlington Official Plan with the approval of Amendment No. 101.

The Tyandaga North area is intended to develop predominantly as a single family residential area based on large lots which are compatible with adjacent development and the policies of the "Special Complimentary Use Area" of the Parkway Belt West Plan, July 1978. A small area of medium density residential development will be permitted adjacent to the existing townhouse project which fronts on Brant Street. Emphasis shall be placed on preserving the high quality natural environment and open space character of this area.

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#124

1.5.9.2 Brant Hills Community

This community, as indicated on Map No. 2, is that part of the Nelson Planning District located east of Brant Street, south of Highway No. 5 and north-west of proposed Highway No. 403.

The Brant Hills Community will consist of four major and one smaller sub-neighbourhood, with each neighbourhood being centred on an elementary school and/or neighbourhood park complex.

Am.
#68

The neighbourhoods will be developed as total units, but integrated and inter-connected by roads, open spaces, walkways, parks and schools to abutting neighbourhoods and the Community structure.

The future centre for this Community will be the Community Core, designated at the intersection of Brant Street and Upper Middle Road.

The smaller sub-neighbourhood will be developed in the triangular area between Highway No. 5, proposed Highway No. 403 and the Guelph Line. The internally designated Neighbourhood Centre, in this sub-neighbourhood, will indicate the general

location for a future required neighbourhood park. It is not the intent of this Plan that an elementary school or neighbourhood commercial uses be required in the area of the designated Neighbourhood Centre.

It is recognized that, although the sub-neighbourhood is located within the Nelson Planning District and a geographic part of the Brant Hills Community, it will be oriented to the Headon community area to the south for its neighbourhood amenities such as future schools, community parks and the like. Further, the development of the sub-neighbourhood will have regard to the principles of development of the Brant Hills Community.

The principles for the development of this Community are as follows:

Neighbourhood development will generally consist of single family residential homes, and will include and integrate semi-detached and duplex type units. The development of the latter will be on lots providing sufficient open space and architectural design in order to blend and integrate with the low density development single family homes.

Areas for medium and high density development including such uses as town houses, maisonettes, and apartments will be located in specific map designated areas all in conjunction with and adjacent to major arteries, collector roads, and/or in commercially designated areas.

Such higher density uses will only be allowed in commercially designated areas following specific re-zoning having regard to the protection of the amenities of the abutting land uses.

Medium and high density development will not be permitted within or around neighbourhood centre designations where the predominant peripheral land uses will be for single family development.

The development of multiple storey structures will be on the basis of adequate provision of open space, the architectural compatibility of structures, and the integration of area to buildings.

Urban development will recognize the retention of physiographic and physical land features in this Community for the purposes of public use, either as passive, active, or conservation areas.

Commercial uses, as defined for the Community Core under Section 2.2.2, General Proposals, will be confined to the major arteries and collector roads in areas so designated.

Inherent in the urbanization of the Brant Hills Community will be the development of community and neighbourhood recreational uses, institutional uses, civic and commercial uses.

1.5.10 Agricultural Uses

For uses permitted under this classification, reference shall be made to the section of the Official Plan entitled General Proposals.

1.5.10.2 Parkway Belt

Development in the Brant Hills Community will recognize the Toronto Centred Region Plan, and more particularly the Parkway Belt System as presently indicated for the Community.

Am.
#68

This Plan recognizes that the width of the Parkway Belt will vary depending on the function that it will be required to perform for each particular area. For the area south of Highway No. 5, between Brant Street and proposed Highway No. 403, this Plan recognizes the Parkway Belt designation extending 61 metres south of the right-of-way of Highway No. 5, and to have one or more of the use-functions as described in the Provincial Reports on the Toronto Centred Region Plan.

This Official Plan is further cognizant of the fact that an area north of Highway No. 5 and proposed Highway No. 403 will, in the near future, be designated as Parkway Belt by further Plan amendment. However, for the interim period this Plan recognizes the retention of the Official Plan designation of Agriculture for presently designated areas north of Highway No. 5 including the re-designation of parts of the deleted Highway Commercial and District Centre designations to Agriculture.

1.5.11 Settlement Areas

There are two Settlement Areas in the Nelson Planning District.

The Highview Settlement Area located in the north-east and north-west quadrants of the intersection of Cedar Springs Road and No. 5 Highway, and extending into the Mount Nemo Planning District.

The Salem Settlement Area located at the intersection of No. 2 Side Road and Walkers Line, with a partial extension into the Lowville Planning District.

1.5.12 Conservation Authority Lands

Much of Mount Nemo will eventually be acquired by the Halton Region Conservation Authority and developed for recreational and conservation purposes. The policy and definitions have already been discussed under General Proposals.

1.5.13 Greenways

Bronte Creek Ravine will be developed as a greenway in conjunction with the Halton Region Conservation Authority.

It will be the intent of this Plan to retain smaller creeks and ravines in their natural form, where they are considered desirable for open space and walkway purposes, all in conjunction with the policies and standards of the Conservation Authority, and the Town's Engineering and Recreation Departments.

1.5.14 Industrial

The industrial lands in the Nelson Planning District include the total north frontage on the North Service Road of Highway No. 403. Contained within this area are the lands owned and developed by the Steel Company of Canada for a research centre. It is the intent of this Plan to continue with the development of prestige industries on this frontage within industrially designated areas.

1.5.15 Major Road Pattern

The two communities are delineated on the south by proposed Highway No. 403, a future freeway and on the north by No. 5 Highway, a proposed arterial.

Bisecting both communities in a north-south direction is Brant Street, a recommended arterial, and secondly Upper Middle Road, a proposed future east-west arterial. Internally within the communities a collector system has been planned, linking the various neighbourhoods and neighbourhood centres and, in turn, collecting internal traffic to the arterials. These, in turn, will disperse traffic to all sections of the urban area.

1.5.16 Summary

Ribbon urban residential development will not be encouraged along existing roads. Development will take place according to detailed neighbourhood plans in accordance with, and at a time when, municipal services can be extended in conformity with the Municipality's capital budget programme.

1.6 TANSLEY PLANNING DISTRICT (Map No. 2)

1.6.1 Location

Tansley District is bounded on the north by proposed Highway 403, on the east by Bronte Creek, on the south by Queen Elizabeth Highway, on the west by proposed Highway 403.

1.6.2 Composition

Tansley District will contain the following major classifications which are described as follows, and will be further described under the community and neighbourhood proposals.

1.6.2.1 Commercial

All commercial uses of the type catering to the daily needs shopping will be encouraged to develop together with planned shopping centres containing the necessary off-street parking and located within the neighbourhood centres and community cores.

Am.
#68

1.6.2.2 Industrial

The industrial lands in the Tansley District include part of the large industrial block located east of the Guelph Line, to Burloak Drive. These lands front on the North Service Road of the Queen Elizabeth Highway. Frontage is also located on the major north-south arteries such as Guelph Line, Walker's Line, Appleby Line, and Burloak Drive.

Industrial frontage will also be provided along the existing and proposed sections of Mainway and along Blair Road.

Am.
#114

The above industrial frontage extends one-half a lot in depth for Lots 11 to 15 and, except for a small frontage on Walker's Line and Upper Middle Road, includes the whole of Lots 1 to 10 all in Concession 2, South Dundas Street.

The industrial lands include the Diamond Clay Products plant which in part is an extractive industry, and which is located on the north side of No. 5 Highway between Bronte Creek and the Canadian National Railway.

Progress Park, which is a municipal industrial subdivision, is located in this industrial block and will be given all the necessary encouragement to develop and expand in area.

Additional industrial lands are located west of Guelph Line and south of Mountainside Drive. Service type industries and those requiring small lots will be encouraged to develop here.

Extensive tree planting will be encouraged where industrial lands abut residential land, in order to provide a suitable buffer.

1.6.2.3 Residential

Tansley District will be divided into communities which collectively will provide a complete range of housing types, functionally and economically suited to the varied family formation needs of this District.

Within the residential areas sufficient land will be allocated for education, social, cultural, and recreational facilities.

Residential development west of Guelph Line began in the late 1940's and in-filling in this area will be encouraged with new development to be compatible with existing residential sub-divisions.

Lands east of the Guelph Line are used for farming purposes at present, and therefore this area offers greater scope for comprehensive development, and detailed development policies for the various communities and neighbourhoods. Extensive tree planting will be encouraged where residential areas adjoin industrial areas.

The Tansley Planning District has a large area which is designated a Development Area. This Development Area is subject to Section 2.18, Development Area Policies, and no large scale urbanization will be permitted until development policies for each area are included into the Official Plan.

High and medium density residential development will be located within and adjacent to the community cores. Medium density residential development may be located within and adjacent to neighbourhood centres provided that the Plan designates a residential medium and high density symbol next to the neighbourhood centre. In such cases the medium density development will be designed as an integral part of the centre.

1.6.2.4 Greenways

The Tuck and the Shoreacres Creeks, being the two major creeks within the Planning District, along with some adjoining wooded and low lands, will be conserved as nearly as possible in their natural forms in order to preserve the natural drainage, and to provide certain recreational facilities such as pedestrian walkways in conjunction with the development of the total District.

1.6.2.5 Hydro-Electric Power Commission

The Hydro-Electric Power Commission transmission line, which extends diagonally through the Tansley Planning District, separates the District, and therefore creates certain difficulties for aesthetic, economic and orderly development.

Development of all future communities is not immediate, and therefore there is an opportunity to explore and implement the possibilities of a long term plan of either relocating or developing O.H.E.P.C. transmission lines and rights-of-way all in conjunction with development plans and policies for the District.

Am.
#76

1.6.2.6 Communities and Neighbourhoods

Tansley District will consist of the following six communities:

Mountainview, Palmer, Headon, Rose, Alton and Orchard.

1.6.2.6.1 Mountainview Community

This is an established community consisting of four neighbourhoods, having as their centres Clarksdale Public School, Mountain Gardens Public School, Rolling Meadows Public School, and Champlain Public School.

Mountainside Park, St. Stephen's United Church and St. Gabriel's Roman Catholic Church and School are a part of the Rolling Meadows neighbourhood centre, even though they serve the total community.

Shopping facilities are provided at Mount Royal Plaza located at the corner of Mount Forest Drive and Brant Street; and on Mountainside Drive midway between Brant Street and Guelph Line.

Additional limited shopping facilities of the neighbourhood category will be encouraged in the northern section of the Mountainview Community and more precisely in the designated area at the corner of Mountain Grove Avenue and Guelph Line.

The Mountainview Community has a number of Development Areas. The areas are indicated on Map No. 2 of the Official Plan. These areas are subject to Section 2.18 Development Area Policies, and no large scale urbanization will be permitted until development policies for each area are included into the Official Plan.

High and medium density residential development will be encouraged in certain designated areas adjoining the Guelph Line, Brant Street, proposed Highway No. 403, the Queen Elizabeth Highway.

Notwithstanding the residential low density designation for the whole of the Ireland property, the Plan will not discourage the maintenance and preservation of the original Ireland home for a historical use with the necessary or convenient gift or restaurant uses being located within such use.

Light industrial uses, along with office buildings, will be permitted at the northeast corner of Brant Street and the Queen Elizabeth Way. The Community Core designation north of the industrial designation allows a range of land uses, including commercial uses.

1.6.2.6.2 Palmer Community

a) Location

Palmer Community as outlined on Map No. 1 is bounded on the north by Upper Middle Road, on the east by an industrial boundary in Lot 10, Concession 2 S.D.S., on the south by the northerly boundary of Progress Park and on the west by Guelph Line.

b) Community Development Policies

It will be the intent of the Official Plan to encourage predominantly lower density single family detached residential development in this Community. Medium and higher density residential areas will be permitted in specific designated

areas with such development being planned and co-ordinated to an overall land use plan for the total Community.

This Community will consist of a number of neighbourhoods and will develop on the neighbourhood basis with and when full municipal services are made available.

It is the intent of this Plan that each neighbourhood will be developed and co-ordinated to an elementary school-park complex. Active park area will be encouraged in parts of neighbourhoods or sections of the community which are remote from a neighbourhood school-park complex.

Although each neighbourhood will be developed as a separate unit within the Community, they will be integrated and inter-connected by collector roads, open spaces, walkways, parks and the like.

Neighbourhood development will predominantly consist of single family residential homes, although semi-detached and duplex type units may be integrated where suitable, with the single family homes.

Areas for medium and high density development including such uses as town houses, maisonettes, and apartments will be located in specific map designated areas all in conjunction with and adjacent to major arteries, collector roads, and/or in certain commercially designated areas.

Medium and high density development will not be permitted in the area of neighbourhood centre designations. The predominant land uses around a Neighbourhood Centre will be for single family development, except where the Plan designates a residential medium and high density symbol next to the Neighbourhood Centre, then medium density uses will be permitted.

All development of multiple storey structures will be on the basis of adequate provision of open space, architectural compatibility and the integration of open space area to buildings.

The urbanization of the Palmer Community will include the development of community and neighbourhood recreational areas, institutional uses, civic and commercial uses.

d) Community Core

Although a Community Core is not proposed in this area, a Core serving both this Community and the Headon and Rose Communities will be required. Sufficient and detailed land use studies have not been advanced far enough to indicate the location of this Core. This Core, when located, will provide the location for community facilities such as secondary schools, major parks, major commercial facilities and multiple residential development. Although not indicated as a Community Core, this Plan provides for the future location of a Secondary School and a Community Park in the south-west quadrant of Upper Middle Road and Walkers Line.

Am.
#68

e) Neighbourhood Centre

Where the Centre is located internally within the neighbourhood, commercial facilities shall be limited to outlets or uses which will serve only the immediate neighbourhood.

f) Highway Commercial

Uses dependent upon and serving the highway trade will be permitted within certain designated Highway Commercial areas along Guelph Line, Walkers Line, and Upper Middle Road. The permitted uses in these areas will front on a major artery and where possible such highway commercial uses will preferably be grouped and protection be provided for the amenities of abutting residential uses.

g) Greenways

The Tuck Creek Ravine will be developed as a greenway in conjunction with the Halton Region Conservation Authority.

Am.
#55

This Plan will encourage the retention of smaller creeks, ravines and other desirable physical land use features in their natural appearance and state, where they are considered desirable for open space and walkway purposes. A community park will be developed in conjunction with the Tuck Creek Ravine.

h) Major Road Pattern

The Community is bounded on the north by Upper Middle Road, a future proposed arterial, Guelph Line on the west and Walker's Line on the east are also proposed future arterial roads.

Within the Community a collector road system has been planned, which will connect the neighbourhoods and Neighbourhood Centres. This internal road system will collect and disperse the traffic to the external arterials.

i) Summary

Ribbon urban residential development will not be encouraged along existing or proposed arterial roads. This Plan will encourage reverse lot frontage and a minimum of access along the major arterials and collector roads. Development will take place according to detailed neighbourhood plans when municipal services are extended in conformity with the staging programmes as outlined in the Annual Capital Budgets of the Municipality.

1.6.2.6.3 Headon Communitya) Location

The Headon Community contains approximately 960 acres and is located within the Tansley Planning District, as defined on Map No. 1 to the Official Plan of the City of Burlington. The area is bounded by the centre lines of Guelph Line on the west, Upper Middle Road on the south, Walkers Line on the east, and Highway No. 5 (Dundas Street) and proposed Highway No. 403 on the north.

Am.
#7b

b) Community Planning and Development Policies

The proposed land use and development policies for this Community have been formulated within the general concept plans of a large urban area, extending from the Queen Elizabeth Way to the boundary of the Parkway Belt West.

The overall planning concept for this Community is to encourage the development of a residential community, having a predominantly single family residential character.

Inherent in the concept of low density character is the integration of the various forms of open space and recreation areas with the varied residential needs and population requirements of the Community.

Equally important to the total community concept is the planned development of an internally located social, recreational and educational Community Complex which will integrate this community with the southerly Palmer Community by means of the Tuck Creek Greenway.

Four areas of the community will remain as Development Areas until commercial studies of the City have been completed. At that time the appropriate land use designations will be incorporated into the Plan by an Official Plan Amendment. These areas are located along Upper Middle Road at the intersection of Walkers Line, and along Highway No. 5 (Dundas Street) at the intersections of Headon Road and Walkers Line.

c) Neighbourhood Development

(1) Low Density Residential Areas

The Community is planned on the basis of neighbourhoods, each consisting of low density single family development. Each neighbourhood, in its development stages, will consider the integration of various forms of housing. Am.
#76

Each neighbourhood will be developed as a unit having at its focus the elementary school-park complex. Each neighbourhood is integrated with the abutting neighbourhoods by the planned internal collector road system.

Density, both as to unit and population, will be closely maintained in each neighbourhood. Other forms of low density units, including semi-detached and duplexes, may be permitted provided that they are designed to blend architecturally, in order that the low density character of single family dwellings is maintained.

(2) Multiple Density Residential Areas

Within the general context of Official Plan Amendment No. 49 specific designations for multiple residential areas have been made. However, the Plan does not attempt to indicate which part or area is designated for either medium or high

density uses. This aspect has been more clearly defined in the Municipality's Zoning By-law. In addition, the policies for the location of high and medium density development for the Tansley Planning District as set out in Section C.1.6.2.3 shall not apply in the Headon Community.

Schedule "B" indicates specific areas for high density and medium density development in the Headon Community. It is the intent of this Plan that these designations are flexible in delineation and geographic area, and may be modified to a minor extent without the necessity for an Amendment to the Official Plan. With respect to the proposed areas, the following guidelines will apply:

(i) Medium Density Residential Areas

Medium density residential areas are located where their development permits physical correlation with the high density and low density residential areas. Included in the medium density areas will be provisions for various types of housing units, in accordance with Section 2.6 of Amendment No. 49 and including linked townhouses, being individually owned units and lots that have direct access to, and front on, a public road. Various types of innovative medium density housing will be encouraged.

(ii) High Density Residential Areas

The areas designated for High Density residential development are located on the periphery of the Community, having a direct orientation to the collector and/or arterial road systems. The major locations designated for High Density development are along Upper Middle Road, east of Headon Road and west of Walkers Line, and also in the vicinity of the designated Development Areas south of Dundas Street between Walkers Line and Headon Road.

This Plan encourages the development and integration of high density structures with abutting residential uses, open spaces, walkways, and recreational areas, in order to create a compatibility of uses and a balanced and socially viable community.

d) Development Area

The lands situated at the intersection of Walkers Line and Upper Middle Road, Headon Road and Dundas Street, and Walkers Line and Dundas Street of this Community are designated Development Area, however it is the intent of this plan that these areas will eventually be developed for commercial purposes.

The above locations will remain as Development Areas until studies are completed to ascertain the ultimate desired size for the commercial areas. No development will be permitted in these locations until detailed policies for these areas are included in the Official Plan.

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e) Neighbourhood Commercial

In addition to the commercial uses eventually planned for the areas designated Development Area described under item (d) above, this Plan provides for two small scale internal neighbourhood commercial areas for the sale of day to day convenience goods. Any building erected on these sites shall have 2 or 3 stores on the ground floors and dwelling units on the upper floors; special consideration will be given to the design and siting of any such buildings.

f) Community Commercial

In addition to the commercial uses eventually planned for the areas designated Development Area described under item (d) above, this Plan provides for a Community Commercial Area at the north-east corner of Guelph Line and Upper Middle Road. It is intended to provide comparison goods shopping for the Headon Community and adjacent communities, and may include a department store as well as a full range of comparison and convenience shopping facilities, business and personal services, recreation and entertainment.

The Community Commercial area shall not exceed 6.9 hectares and 18,581 square metres gross leasable area.

Adequate buffering shall be provided to screen parking and service areas from residential areas adjacent to and opposite the Community Commercial Area.

g) Parks and Open Space

The Headon Community Plan provides for open space in the form of passive, active and community parks. Additional recreation space can be provided through the dual use of school properties and O.H.E.P.C. rights-of-way. Together with the Tuck Creek Greenway, the various forms of required recreational space needs will be provided in this Community.

(i) Community Park

The Plan provides for the development and co-ordination of all future required Community Park facilities with the site planning and facility development of the future schools. Therefore, a large Community Park has been planned in the north-west section of the Community.

(ii) Neighbourhood Parks

Within the neighbourhoods, Neighbourhood Active Parks are planned in conjunction with the Public Elementary Schools.

(iii) Sub-Neighbourhood Parks

In addition to the larger Neighbourhood Parks, this Plan introduces the concept of the development of sub-neighborhood passive parkettes, which will provide convenient outdoor sitting areas throughout the Community.

(iv) Tuck Creek Greenway

The Plan considers the preservation of the Tuck Creek Greenway of prime importance to the future environment of the Headon Community. The intent of this Plan is to preserve the Tuck Creek flood plain in its natural state, and eventually to use the greenway for passive recreational purposes.

h) Schools

The Plan proposes a total of seven schools, including four junior elementary public schools, and one elementary separate school, a senior public school and one public secondary school.

This Plan proposes the development of a public and separate elementary school, a senior public school, and a secondary public school, in conjunction with the proposed Community Park.

i) Major Road Pattern and Development

Upper Middle Road, Guelph Line, Dundas Street and Walkers Line are designated as major arterial roads.

Within the Community a collector road system has been planned, linking the various neighbourhoods and providing connections for the internal traffic to the arterial roads.

This Plan for the Headon Community will minimize the number of access points from the various land uses, especially the commercial uses eventually planned for the Development Areas which will front on major arterials. Access to these arterials will be planned and located in conjunction with the appropriate departments of the Provincial, Regional and Local agencies, all in respect to their functional and detailed plans for road widening, improvements and the like.

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All residential development abutting arterial roads will be on the basis of reverse lot frontage with increased building setbacks.

j) Traffic Noise

In areas of the Community where the traffic noise may be, or may become a concern, suitable noise abatement features, including buffering, will be established to provide for acceptable levels of indoor and outdoor noise. Further, the Ministry of the Environment shall be consulted at the time of development when appropriate noise abatement measures are being determined.

k) Storm Water Management

Methods for storm water management in this Community shall be determined in conjunction with the appropriate authorities during the processing of development applications.

1) Interpretation

The boundaries concerning uses of land and location of roads, as shown in this Amendment, are not intended to be fixed and, therefore, in interpretation, these boundaries and locations are flexible and subject to adjustments at the time of implementation of the Plan, provided that the intent of the Plan is maintained.

Moreover, since zoning regulations are intended to assist in the programming of development according to the policies set out herein, the zones established during the early stages of development will not necessarily conform rigidly to the limits of the land use classifications shown on the map in the Official Plan which indicate the general pattern to be achieved at the end of the Planning Period.

All future plans of development in this area will recognize the above Plan, and any changes to the above will require an Official Plan Amendment if such Amendment is deemed necessary.

1.6.2.6.4 Rose Community

a) Location

The Rose Community contains approximately 380 hectares and is located within the Tansley Planning District, as defined on Map No. 1 to the Official Plan of the City of Burlington. The area is bounded by the centre lines of Walkers Line on the west, Upper Middle Road on the south, Appleby Line and the Canadian National Railway Halton Subdivision on the east and Highway No. 5 (Dundas Street) on the north.

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b) Community Planning and Development Policies

The proposed land use and development policies for this Community have been formulated within the general concept plans of a large urban area, extending from the Queen Elizabeth Way to the boundary of the Parkway Belt West Plan.

The overall planning concept for this Community is to encourage the development of a residential community, having a predominantly single family residential character.

Inherent in this concept is the integration of residential areas with a golf course and other forms of open space and recreation areas within the Community.

Equally important to the total community concept is the planned development of internally located social and recreational facilities, along with commercial facilities to meet needs at the local or neighbourhood level. Higher order commercial facilities will be provided in adjacent communities.

c) Residential Development

Residential development is intended to consist mainly of single family houses on large lots. Sites have also been designated for medium density housing to round out the housing mix in the Community. The sites for medium density housing have been located primarily adjacent to open space areas including the golf course.

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Schedule "B" of this Amendment indicates specific areas for medium density development in the Rose Community. It is the intent of this Plan that these designations are flexible in delineation and geographic area, and may be modified to a minor extent without the necessity for a further Amendment.

d) Commercial Development

Two locations have been designated for Highway Commercial uses which may include uses intended to serve the travelling public as well as residents of the community. The extent and location of the designations are diagrammatic, and may be adjusted without amendment to this Plan. It is the intent of this Plan that the orientation of these areas will be to the adjacent arterial roads, rather than to Highway No. 5.

Detailed uses appropriate to each location will be established in the implementing zoning by-law. Special consideration will be given to the design and siting of buildings, the number and location of access points, the location and layout of parking areas and landscaping in order to integrate such uses with adjacent residential areas.

Two locations for Neighbourhood Commercial uses have been designated on neighbourhood collector roads. A building erected on these sites may have up to three stores on the ground floor and may have offices or dwelling units on the second storey of the building. Special consideration will be given to the design and siting of the building, the location and layout of access points, parking areas and landscaping in order to integrate these uses with adjacent residential development.

e) Golf Course, Parks, Greenways

The Rose Community Plan provides for open space in the form of community and neighbourhood parks, a golf course, and greenway areas. In addition to the community and neighbourhood parks, recreational areas may be provided through the dual use of school properties and Ontario Hydro lands.

(i) The Golf Course

A central feature of the Community is a planned privately operated 18-hole golf course extending in linear fashion in four directions throughout the residential area from a clubhouse which will be situated at the centre of the Community. The fairways will follow sections of the several shallow creek valleys which traverse the site. Sections of the Ontario Hydro right-of-way and the TransCanada PipeLine are proposed to be utilized as well.

It is the intent of this Plan to minimize potential conflicts between the operation of the golf course and adjacent residential uses through golf course design measures including the provision of adequate land for the fairways, fairway design and landscaping. It is also the intent of this Plan that, should the operation of the golf course discontinue, these lands will remain as permanent open space, since portions of these lands contain creek features which are part of the stormwater management system for the Community. The open space associated with the golf course will be an important element in the concept and therefore the marketing of the Community. It is also the policy of this Plan that the City neither intends nor will be obliged to purchase the golf course lands in order to ensure their existence as permanent open space. Am. #117

The detailed design of the golf course will be finalized at the time of subdivision layout. It is considered that the boundaries of the golf course lands are flexible and may be modified without the necessity of a further Amendment to this Plan.

The design of the golf course should be such as not to impede the stormwater flows or hinder the activities on the TransCanada PipeLine easement and the Ontario Hydro Right-of-Way. The flood plain portions of the creeks found in the golf course are to be altered only in accordance with the policies and criteria of the City and the Halton Region Conservation Authority. The development, layout and design of the golf course will have particular regard for privacy and safety of adjacent residents.

(ii) Parks

Community Park

The Plan provides for a large Community Park in the southeast section of the Community with an area of approximately 13 hectares.

Neighbourhood Parks

Three Neighbourhood Active Parks are planned in conjunction with the Public and Separate Elementary Schools. An area of approximately 9 hectare is provided for neighbourhood park use.

(iii) Greenways

The Greenways designation includes the flood plains of the various creeks required for stormwater management purposes which are not contained in the lands proposed to be used for the golf course. These lands, as well as the creek areas contained in the golf course, will be protected in accordance with the policies of the City and the Halton Region Conservation Authority. It is to be noted that, were it not for the golf course designation, considerable portions of the golf course would be designated as "Greenways" as creeks have been included in the golf course lands.

f) Schools

The Plan proposes a total of three schools, including two elementary public schools, and one elementary separate school.

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This Plan proposes the development of each school in conjunction with a neighbourhood park.

It is expected that pupils from Rose Community will attend secondary schools located in adjacent communities.

g) Major Road Pattern and Development

Upper Middle Road, Appleby Line, and Walkers Line are designated as arterial roads.

Within the Community a collector road system has been planned, linking the various residential areas and providing connections for internal traffic to the arterial roads as well as bus routes within the Community.

It is the intention of this Plan to minimize the number of access points from the various land uses, especially the commercial uses, which will front on major arterial roads. Access to these arterial roads will be planned and located in conjunction with the appropriate departments of the Provincial, Regional and local agencies, all in respect to their functional and detailed plans for road widening and other road improvements.

Of particular importance to the phasing of development in the Rose Community, will be the provision of adequate access points to both arterial and collector roads.

h) Traffic and Rail Noise

In areas of the Community where traffic noise, rail noise or rail generated ground-borne vibration may be a concern, suitable noise abatement features including buffer areas and dwelling unit construction methods will be used. The noise abatement features will provide for desired levels of indoor and outdoor noise and the limiting of residential dwelling vibration levels as required by the Ministry of the Environment, Ministry of Transportation and Communications, the Canadian National Railway and the City.

The Ultimate Road Allowance Width for the arterial roads for the Rose Community as identified in Section 4 Major Roads Programme of the Official Plan and Zoning By-law 4000-3 as amended may be increased where required for noise abatement purposes. Alternative methods of reducing noise levels are to be explored instead of the erection of walls and, wherever possible, the erection of these walls should be discouraged for visual aesthetic reasons. It is the intent of this Plan to combine the erection of any required walls in specific locations with special landscaping treatments and other design techniques in order to make noise attenuation features aesthetically pleasing. Noise attenuation features are to be examined in detail during the subdivision plan process for the community.

It is the intent of this Plan that grade separations will be ultimately constructed at the intersection of the CNR lines with both Upper Middle Road and Appleby Line. Am. #117

i) Energy Conservation

In the layout of streets and lots in plans of subdivision, advantage will be taken of the generally east-west alignment of the basic topographic features of the site in order to achieve building orientations which will maximize opportunities for passive solar gains. As well, wherever practicable, the natural tree cover will be used to minimize exposure to prevailing winter winds.

j) Storm Water Management

Methods for storm water management in this Community shall be determined in conjunction with the appropriate authorities. All works will be in accordance with policies and design criteria of the City and the Halton Region Conservation Authority. Watershed studies have been prepared to identify the methods of stormwater management to be used. It will be a requirement that prior to the development of the Rose Community, the impact due to the increase in peak flows from the major and minor storm, will be investigated for properties immediately downstream. In certain locations the use of creeks for stormwater management purposes will be combined with lands for golf course use.

1.6.2.6.5 Alton Community

This is a community which will consist of a number of neighbourhoods, each of which will have as its centre an elementary school and park.

High and medium density residential uses will be located within and adjacent to the Community Core, wherever such may be designated.

The major portion of this community is designated as a development area and is subject to the general conditions of Section 2.18 Development Area Policies. No large scale development policies for the area are included into the Official Plan.

1.6.2.6.6 Orchard Community

This is a future community which will consist of a number of neighbourhoods, each of which will have as its centre an elementary school and park.

High and medium density residential development will be located within and adjacent to the district centre and community core, wherever such may be designated.

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This Community is designated as a development area and is subject to the general conditions of Section 2.18 Development Area Policies. No large scale urbanization will be permitted until development policies for each development are included into the Official Plan.

1.6.2.6.7 Summary

Lands at present not occupied with buildings and land awaiting development will be encouraged for agricultural purposes.

Ribbon residential development will not be encouraged along existing roads. Development will take place according to detailed neighbourhood and community plans in accordance with, and at a time when, municipal services can be extended in conformity with the Municipality's capital budget programmes.

Am.
#68

1.7 MOUNT NEMO PLANNING DISTRICT (Maps Nos. 1, 2 & 3)

1.7.1 Location

The Mount Nemo Planning District is bounded on the south, north and east by the Niagara Escarpment, and on the west by the Township of East Flamborough.

1.7.2 General Policy

Mount Nemo Planning District is rural and will continue to be predominantly agricultural. Located within the District are four Settlement Areas, namely: Mount Nemo, Alfred Harris Gardens, and portions of Coverdale and Highview, the latter being within reach of ultimate servicing. Conservation Authority lands are designated along the edge of the Escarpment, known specifically as Mount Nemo.

1.7.3 Agricultural Uses

The greater portion of Mount Nemo District is used for this purpose and is subject to the definition of Agriculture under General Proposals.

1.7.4 Settlement Areas

The Mount Nemo Settlement Area located at the junction of No. 2 Side Road and Guelph Line, the Alfred Haris Gardens Settlement Area located at the junction of No. 2 Side Road and Cedar Springs Road and part of the Highview Settlement Area located at the junction of Cedar Springs Road, Brant Street and No. 5 Highway and also part of the Coverdale Settlement Area located along No. 5 Side Road and generally between Cedar Springs Road and Guelph Line are all discussed in detail under the section entitled Settlement Areas.

1.7.5 Extractive Industry

These lands front on No. 2 Side Road west of the Guelph Line and are used for stone quarrying, crushing and allied operations.

1.7.6 Conservation Authority Lands

The Escarpment, specifically known as Mount Nemo, will be acquired eventually by the Halton Region Conservation Authority and developed for recreational purposes.

Lands west of Cedar Springs Road and north of Lake Medad will be acquired eventually by the Halton Region Conservation Authority and preserved as a forest.

The Bronte Creek Gorge, located west of Cedar Springs Road, will be acquired eventually by the Conservation Authority and preserved as a forest. Further definition is included under General Proposals.

1.7.7 Greenways

The valley located west of Cedar Springs Road, and extending to the Bronte Creek, is designated as a Greenway.

1.8 ZIMMERMAN PLANNING DISTRICT (Maps Nos. 1, 2 & 3)

1.8.1 Location

The Zimmerman Planning District is bounded on the north by a tributary of the Bronte Creek, on the east by Tremane Road, and on the west and south by the Bronte Creek.

1.8.2 General Policy

The Zimmerman Planning District is rural. It is, and will continue to be, predominantly agricultural with Conservation Authority lands and greenways located along certain creeks.

1.8.3 Agricultural Uses

The use of certain lands north of Highway No. 5, and east of the Bronte Creek, more particularly in Lots 1 and 2, Concession 1 N.D.S. are used by Norton Bus Company. This use is recognized as a use of long standing in this Planning District and will be encouraged to develop and expand in this location.

1.8.4 Conservation Authority Lands

A portion of the Bronte Creek known as "Meanders", located north and adjacent to No. 5 Highway, will be acquired eventually by the Halton Region Conservation Authority and developed for recreational purposes.

1.8.5 Greenways

Bronte and Indian Creeks are to be maintained as Greenways.

1.9 KILBRIDE PLANNING DISTRICT (Maps Nos. 1 & 3)

1.9.1 Location

Bounded on the north by the Township of Nassagaweya, on the east by the Lowville Planning District, on the south by Bronte Creek, and on the west by East Flamborough Township.

1.9.2 General Policy

The Kilbride Planning District is rural. It is, and will continue to be, predominantly agricultural with Conservation Authority lands located, generally, across the northern part and along the Bronte Creek; the Village of Kilbride Settlement Area, a portion of the Coverdale Settlement Area, and a Greenway connecting Bronte Creek to the Settlement Area.

1.9.3 Agricultural Uses

A portion of the Kilbride District is used for this purpose and it is to be encouraged. Other uses will be permitted subject to the definition of Agriculture under General Proposals.

1.9.4 Settlement Area

The Village of Kilbride Settlement Area and the Coverdale Settlement Area are discussed in detail under Settlement Areas.

1.9.5 Conservation Authority Lands

The land known as the Calcium Pits, generally located north of No. 10 Side Road, will be acquired eventually by the Halton Region Conservation Authority and developed for recreational purposes. Additional land to the north-west and east will also be acquired and preserved as a forest.

1.9.6 Greenway

The creek joining Bronte Creek to the Village of Kilbride Settlement Area will be maintained as a Greenway.

1.9.7 Condominium Residential Estate

Notwithstanding any other policy herein, a condominium residential estate may be developed north of the Bronte Creek between the East Flamborough - Burlington Town Line, and McNiven Road as more fully shown on the Future Predominant Land Use Plan, Burlington Rural Area Map No. 3, attached hereto, subject to the following:

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- (a) That any residential development shall only be on the basis of condominium plan of sub-division.
- (b) That the minimum lot area shall be 17.4 hectares.
- (c) That the use shall be limited to a maximum of 5 single family dwellings, public easement if required, in addition to any other use permitted under the Agricultural Designation.
- (d) That steps are taken by the owners to preserve the river valley and gorge to the satisfaction of the Town of Burlington and the Halton Region Conservation Authority.
- (e) That the implementation of the above shall be by a zoning by-law amendment and the owners signing a development agreement with the Town. The agreement will contain the requirement of submission of development plans showing the method of preservation of the river valley and gorge.

1.10 LOWVILLE PLANNING DISTRICT (Maps Nos. 1 & 3)

1.10.1 Location

The Lowville Planning District is bounded on the north by the Township of Nassagaweya, on the east by the Town of Oakville, on the south by Indian Creek and on the west by the Niagara Escarpment.

1.10.2 General Policy

The Lowville Planning District is rural. It is, and will continue to be, predominantly agricultural with Conservation Authority lands located at that area known specifically as Rattlesnake Point, and other lands for forest purposes located to the west and north of Rattlesnake Point; extractive industry located on the north side of No. 10 Side Road on either side of Walker's Line; Lowville Settlement Area; Coverdale Settlement Area and a portion of the Salem Settlement Area; and Greenways along the major creeks.

1.10.3 Agricultural Uses

The greater portion of the Lowville Planning District is used for this purpose and it will be encouraged to continue. Other uses will be permitted as outlined under the General Proposal section defining Agriculture.

1.10.4 Settlement Area

The Lowville Settlement Area, centred upon the existing Settlement, the Coverdale Settlement Area, and a portion of the Salem Settlement Area, are analyzed under Settlement Areas.

1.10.5 Conservation Authority Lands

Rattlesnake Point has been acquired by the Halton Region Conservation Authority and developed for recreational purposes. Additional lands to the west will also be acquired and reserved as a forest.

1.10.6 Extractive Industry

Lands located on the north side of No. 10 Side Road are used for gravel pit operations, and continued operation will be controlled by the Quarry By-law.

1.10.7 Greenways

Bronte Creek and Indian Creek are designated as Greenways.

1.10.8 Milton Municipal Water Supply

It is the policy of this Plan to protect the wells located in Concession 4 N.S., Lot 13 and the reservoirs located in Concession 5, Lot 12, and Concession 7, Lot 14, and the water mains which form part of the Town of Milton municipal water supply located north of No. 10 Side Road. Development of lands adjoining any part of this municipal water supply which, in any way, will affect, pollute, or obstruct its operation, will not be permitted.

2.0 SETTLEMENT AREAS (Maps Nos. 2 & 3)

2.1 Concept

As already stated, Settlement Areas are intended to encourage the gradual consolidation of existing housing, and pave the way for the orderly provision of full services to all settled communities as municipal finances permit. They are also to prevent indiscriminate urban development in areas outside the main urban growth. It is intended that no major residential development shall occur in the rural districts outside these areas. Other Settlement Areas than those designated will be considered in due course. With no services, residential lots will have a minimum size of 0.2 hectares. It is recognized that Settlement Areas are of two kinds:

- (a) those which must always remain isolated from such services and therefore develop their own facilities, if possible; and
- (b) those where services can be provided by ultimate extension from the main urban area.

The Settlement Areas are analyzed in detail in the following order:

Category (a)

Village of Kilbride Settlement Area (Kilbride District)
 Lowville Settlement Area (Lowville District)
 Alfred Harris Gardens Settlement Area (Mount Nemo District)
 Coverdale Settlement Area (Lowville/Mount Nemo/Kilbride Districts)
 Salem Settlement Area (Nelson/Lowville Districts)

Category (b)

Highview Settlement Area (Mount Nemo/Nelson Districts)
 Central Settlement Area (North Aldershot District)
 Lemonville Settlement Area (North Aldershot District)
 York Settlement Area (North Aldershot District)

2.2 VILLAGE OF KILBRIDE SETTLEMENT AREA (Map No. 4)

In the first category of Settlement Areas the Village of Kilbride is to be recognized as an original and historic settlement and allowed to expand under the following conditions:

No further development unless on the basis that a communal well can be provided, or upon approval of the Halton County Health Unit;
 Low residential density;
 Limited personal commercial services.

The Village of Kilbride is divided into various categories for the future uses of land.

2.2.1 Village Centre

As designated on Map No. 4, this will be the commercial service centre of the Village as well as for the surrounding rural population.

All existing commercial establishments will be deemed conforming uses. Any new commercial uses must be of a personal service and general retail nature for the area as a whole. No industry will be allowed unless a study warrants such inclusion.

2.2.2 Inner Development Ring

All existing building lots containing residential establishments are deemed to be in conformity with this Plan, in spite of a few lots having less than the minimum requirements as set out in this Plan.

Existing building lots, without dwellings and less than minimum requirements, will need Committee of Adjustment consent, as old registered plans in the area are now deemed not to be registered plans of sub-division for purposes of land separation. Residential lots in this area may develop on the basis of a communal well and not more than 10 lots to the hectare. Minimum lot sizes, as regulated by a health standard, will be about 930 square metres.

No use, other than residential, institutional, educational or recreational, will be allowed in this Inner Development Ring. For purposes of simplification, this Inner Development Ring will be indicated on Map No. 4 as RU1.

2.2.3 Outer Development Ring

All existing building lots with residential dwellings located thereon will be deemed in conformity with this Plan regardless of the lot size.

The Outer Development Ring is divided into two separate parts for the following purposes:

In some cases a slightly lower density of houses per hectare and people per hectare could develop adjacent to the Inner Ring on land once divided into lots by old registered plans. This would not hamper development by long term holders of building lots in the particular areas under consideration provided health regulations can be met;

Allow a certain amount of graduation of population density in parts of the Village Area adjacent to existing built-up portions; and

Allows estate type of development on large lots, Service Commercial uses serving the Village and the Rural Area. Am. #54

2.2.3.1 Part A. of the Outer Development Ring will contain no more than 7.5 residential lots to the hectare on the basis of a communal well. Minimum lot sizes may be about 1395 square metres. On Map No. 4 this is indicated as RU2.

- 2.2.3.2 Part B. of the Outer Development Ring will contain no more than 5 residential lots to the hectare on the basis of a communal well. Minimum lot sizes may be about 1860 square metres. On Map No. 4 this is indicated as RU3.

No other uses, other than residential, institutional, educational, recreational, and certain new service-commercial uses, i.e. farm implement repair, light metal fabrication, well drilling services, servicing both the Village of Kilbride and the rural area as a whole will be permitted in the outer Development Ring.

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#54

All development other than residential will be encouraged to develop in a manner compatible with existing and future housing, utilizing trees and planting to provide greenbelt buffers and pleasing environmental relationships.

2.2.4 Greenway and Park

This designation is located in order to protect the subject lands from development, or the effects of development, and to preserve these lands for conservation and/or recreational purposes, with a view that acquisition by a public authority is feasible some time in the future. Those lands, known as the bottoms of valleys, which may be prone to flooding at various periods during the year are to be excluded from any plans of development. In the area between the river and the generally accepted top of the bank, no building will be allowed except for conservation or recreational uses. Building lots backing onto such areas will contain sufficient back yard set-back so that no buildings overhang the bank. Back yards of dwellings whose lots extend into this area may be used only for gardens - no buildings, structures or parking will be allowed. Removal of trees, sod, or turf and soil in Greenway Areas will be controlled.

Parks in the Town of Burlington are provided, in many cases, in conjunction and with the co-operation of the Board of Education. Thus, a park area is located in conjunction with the school at Kilbride.

The Park designation is incorporated within the Greenway definition, and will mean that such lands may be used by the public for various active and passive recreational purposes.

2.2.5 Historical Sites

It is the intent of this particular Plan to protect certain sites for historical purposes. Thus, no development will take place in, on, or near these sites which will be at all detrimental. It is hoped that an authority or public body will take the responsibility of caring for such sites.

Two existing cemeteries which lie within the Village of Kilbride Settlement Area contain the original burying place of the first settlers to the Kilbride area and, as such, should be preserved.

Three historical sites are listed here for preservation and are as follows:

- (a) A Cemetery which lies east of the street flowing north-west to south-east through Kilbride and lying south of No. 8 Side Road being in Lot 8, Concession 2 N.S. This is one of the original burying places of the first settlers in the Kilbride Area and, as such, should be preserved.
- (b) A Cemetery on the north side of East Street (No. 8 Side Road) just east of Panton Street, being in Lot 9, Concession 2 N.S. This is also the last resting place of original inhabitants of Kilbride and, as such, should be retained.
- (c) The old Public School of Kilbride. This is of ancient vintage, well preserved, of cut stone and distinctive architecture of its period.

2.2.6 Population

An ultimate population of 3,000 may eventually be attained on the basis of piped water. By 1980 it is estimated that the population will have reached 1,500.

2.2.7 Implementation

This Plan will develop in accordance with the Official Plan and be implemented by a zoning by-law.

Development to take place as far as it is possible by registered plans of sub-division and in accordance with the policies of the County of Halton Health Unit, the Corporation of the Town of Burlington, and the Ontario Water Resources Commission.

That development be encouraged to take place by the construction of a communal well.

2.3 LOWVILLE SETTLEMENT AREA (Map No. 5)

2.3.1 Location

Lowville is an original historic focal point having had, at one time, a number of commercial and industrial establishments. However, to-day only a few personal commercial uses exist besides a number of rural non-farm homes. It is located at the junction of the Guelph Line and Bronte Creek.

2.3.2 Settlement Cores

This Settlement Area has two focal points, both of which will remain, and one is expected to increase in significance as the area develops.

In the area where the Guelph Line crosses and runs adjacent to the Bronte Creek is, and will be, the centre for commercial and recreational activity. At this point personal commercial services will be allowed to develop if, and when, the population warrants an expansion. The park area, administered by the Town of Burlington, serves as an integral part of this main focal area, and it is contemplated to increase in importance as the park is increased in area and function.

An elementary school and a church in the southwest section of this Settlement Area form a secondary focal point.

2.3.3 Residential

All existing building lots containing residential establishments are deemed in conformity with this Plan.

Existing building lots without buildings, and less than the minimum requirements of Town by-laws, and all new residential development may develop with lot area of no less than 1395 square metres on the basis that a communal well can be provided.

Minimum size of lots on individual wells and septic tanks to be not less than 0.2 hectare in size.

2.3.4 Greenway

This designation is located in order to protect the creek valley in this area and has the same definition as indicated under General Proposals earlier in this text. As parks are considered under this particular heading, the same considerations apply. Lowville Park, with approximately 16.5 hectares at present, and with a potential of approximately 81 hectares is already well established and will be encouraged to expand as part of the Park Policy.

2.3.5 Population

There are approximately 150 people within the Lowville Settlement Area. It is anticipated that this Area might reach a population of 500 by 1980 based on a communal well.

2.3.6 Implementation

This Plan is to develop in accordance with the Official Plan and be implemented by a zoning by-law.

Development to take place, as far as possible, by registered plan and in accordance with the policies of the County of Halton Health Unit, Corporation of the Town of Burlington and the Ontario Water Resources Commission.

2.4 ALFRED HARRIS GARDENS SETTLEMENT AREA (Map No. 6)

2.4.1 Location

This Settlement Area is located at the intersection of Cedar Springs Road and No. 2 Side Road in the rural part of the Town of Burlington.

2.4.2 Concept

Over a period of years, through land separations, a very small rural community has developed.

Planned expansion of this area is now warranted and only feasible if the following conditions are adhered to:

Development to take place on the basis that a communal well can be provided, to be approved by the Public Utilities Commission Water Division of the Town of Burlington, Ontario Water Resources Commission, Halton County Health Unit and the Corporation of the Town of Burlington.

Development, generally, to take place by a registered plan of sub-division, and to be low density residential.

The Settlement Area has been divided into several classifications for the use of land, which are as follows:

2.4.3 Settlement Core

General location as marked on Map No. 6. This area will be the commercial service centre of this area and the commercial uses must be of a personal service and retail nature. A park may be located in this area.

2.4.4 Residential

The maximum number of residential lots in this Settlement Area must not exceed 7.5 to the hectare with a minimum lot size of at least 1395 square metres on the basis of a communal well.

2.4.5 Greenway

This use of land simply means that the subject lands are to be protected from development, or the effects of development, and to preserve these lands for conservation and/or recreational purposes, with a view that acquisition by a public authority may be feasible sometime in the future. Those lands known as bottom lands, or bottoms of valleys, which may be prone to flooding or are of a swampy nature at various periods during the year, are to be excluded from any plans of development. In the

area between the river and the generally accepted top of the bank, no buildings will be allowed except for conservation or recreational uses. Building lots backing onto such areas will contain sufficient back-yard set-back so that no buildings overhang the bank. Back yards of dwellings whose lots extend into this area may be used only for gardens - no buildings, structures or parking will be allowed. The removal of trees, sod, or turf and soil in Greenways will be controlled.

2.4.6 Roads

As development takes place, it will be imperative to have the Cedar Springs Road continue across No. 2 Side Road from south to north in order to eliminate at present a very dangerous and hazardous corner.

2.4.7 Population

The ultimate population of this Settlement Area is expected to be 350, on the basis of a communal well.

2.4.8 Implementation

This plan will develop only in accordance with the Official Plan and be implemented by a zoning by-law.

Development to take place by a registered plan of subdivision on the basis that a communal well can be provided.

2.5 MOUNT NEMO SETTLEMENT AREA (Map No. 7)

2.5.1 Location

This small area is situated at the junction of No. 2 Side Road and the Guelph Line. See Map No. 7.

2.5.2 Settlement Core

Daily needs shopping will be provided in the core of this area which is in the vicinity of the junction of the Guelph Line and No. 2 Side Road.

2.5.3 Residential - Population

On the basis that a communal well can be provided, and continued use of septic tanks and at the ratio of 7.5 lots to the hectare with a minimum lot size of 1395 square metres, it is expected that the ultimate population will be approximately 250.

2.5.4 Roads

It is recommended that the Guelph Line continue northward in a north-easterly direction across No. 2 Side Road, joining the original Guelph Line again some distance north of No. 2 Side Road. This will eliminate a presently dangerous right-angle intersection.

2.5.5 Implementation

This Settlement Area will be implemented by a zoning by-law only on the basis of a communal well and a registered plan of sub-division, and in accordance with the Official Plan.

2.6 HIGHVIEW SETTLEMENT AREA (Map No. 8)

2.6.1 Location

This area is located in the north-east and north-west quadrant of No. 5 Highway and Cedar Springs Road. It has a portion of the Escarpment passing through its upper northern section and is shown on Map No. 8.

2.6.2 Settlement Core

The Settlement Area is primarily for good quality residential development and is located so close to the District Centre, at Guelph Line and No. 5 Highway, that it is not anticipated that a Settlement Core will be necessary. No provision for such a core is made in this Plan.

2.6.3 Residential - Population

This Settlement Area falls into the category which should develop by extension of full services ultimately from the urban area. The potential population on this basis could be 1,500. At the present time development of good quality housing is proceeding slowly, mainly by well and septic tank; urban development will not be permitted in this area until full services are extended from the major urban area.

Nevertheless, development has occurred and, further, a limited development will be permitted on the basis of a registered plan, piped water on the basis that a communal well can be provided satisfactory to the Ontario Water Resources Commission, and the Town of Burlington, and with a minimum lot size of 1860 square metres, since this is an exceptional area suitable for high quality development. Until major services are provided careful site planning and sub-division design must take place to insure the area against poor random development.

2.6.4 Greenway

It is expected that a large escarpment park may be established within this Settlement Area. With a park at this location and careful preservation of the Escarpment, a very fine walking or nature trail could develop through this area. It will be one of the Recreation Department projects to secure such a park combination and as such has been generally included under a parks policy in this Amendment.

2.6.5 Implementation

This programme will be implemented by a zoning by-law at the time of development, in accordance with the Official Plan, and by requiring registered plans of sub-division for major developments.

2.7 CENTRAL SETTLEMENT AREA (Map No. 9)

2.7.1 Location

This area lies on both sides of the Waterdown Road between the Escarpment and the route of Highway 403 close to the C.N.R. tracks. It includes certain land in the foothills of the Escarpment east of the Waterdown Road. It is shown on Map No. 9.

2.7.2 Settlement Core

The Settlement Area is primarily for good quality residential use, and covers an area of existing urban residential development between Waterdown and South Aldershot. It is immediately north of the South Aldershot District Centre. The only Settlement Core, in view of this proximity, is Woodview public elementary school and a proposed park located centrally in the Area. At present approximately 340 people use outside commercial facilities and this trend is expected to continue. There is a severe ground water shortage in this area which will inhibit development for the next few years.

2.7.3 Residential - Population

This Settlement Area falls into the category which should develop by extension of services ultimately from the urban area. The potential population on this basis could be 3,000. At the present time development of good quality housing is proceeding slowly by well and septic tank; major urban development will not be permitted in this area until full services are extended from the major urban area, and particularly from the South Aldershot Planning District. As this district is at the present time without sewage, and as the

development of South Aldershot will remain relatively static until the new sewage disposal plant and trunk mains are constructed, it is evident that the North Aldershot Planning District will not be available for major development until that process is completed.

Nevertheless, predominantly single family development has occurred along this arterial road. Within the area limited single family development, including the development of religious administration and institutional facilities subject to Section 1.4 of this Plan, will be permitted by registered plan within the bounds as indicated, and subject to septic tanks and piped water or communal wells being approved by the Ontario Water Resources Commission, the Halton County Health Unit, and the Town of Burlington. The density of residential lots will not exceed more than 5 to the hectare, and will have a minimum lot size of 1860 square metres. All development will occur on the basis of careful site planning and sub-division design in order to insure the area against poor random development. .

2.7.4 Greenway

It is expected that a large escarpment park may be established on the municipal boundary, and that ravine lands will be obtained for parks purposes and adjacent to the existing public school. As such this has been generally included under a parks policy in this amendment.

2.7.5 Implementation

This programme will be implemented by a zoning by-law at the time of development, in accordance with the Official Plan, and by requiring registered plans of sub-division for major development.

2.8 LEMONVILLE SETTLEMENT AREA (Map No. 10)

2.8.1 Location

This area lies on both sides of the Lemonville Road immediately west of Hidden Valley, and extends less than a mile northerly from the route of 403 Highway; it also fronts in part on the North Service Road along Highway 403. This is shown on Map No. 10.

2.8.2 Settlement Core

This is a limited area of reasonable quality residential ribbon development with a plateau overlooking the South Aldershot Planning District. This locality has great potential as a good quality housing area, but it is unlikely, in view of communications and the proximity of the South Aldershot core areas, to develop its own core.

2.8.3 Residential - Population

This area includes 28 hectares with approximately 30 people. The basic principles for future development are the same as those in the Central Settlement Area; this locality has a potential population of approximately 500 people.

2.8.4 Greenway

It is expected that a greenway will be established along the Hidden Valley, and that this will be related to the residential area.

2.8.5 Implementation

This programme will be implemented by a zoning by-law at the time of development, in accordance with the Official Plan, and by requiring plans of subdivision for major developments.

2.9 YORK SETTLEMENT AREA (Map No. 11)

2.9.1 Location

This area lies on both sides of the York Road for a distance of less than a mile covering an area of limited residential ribbon development relatively separated from surrounding areas.

2.9.2 Settlement Core

This Settlement Area is primarily for good quality residential use and is within reasonable reach of the South Aldershot commercial areas. No provision for such a core is made in this Plan.

2.9.3 Residential - Population

This Settlement Area falls into the category which should develop by extension of full services ultimately from the urban area. It is divided by the easements of two major oil pipe lines and a Hydro-Electric Power Commission of Ontario transmission line. Furthermore, the area is in a terrain which is physically difficult to service, and careful site planning will be needed. This area includes approximately 40 hectares. The basic principles for development are the same as those in the Central Settlement Area. This locality has a potential population of approximately 500 people.

2.9.4 Greenway

It is not anticipated that there will be a major greenway in this vicinity, but it is expected that park land will be obtained from the ravine lands as development is contemplated.

2.9.5 Implementation

This programme will be implemented by a zoning by-law at the time of development in accordance with the Official Plan, and by requiring plans of subdivision for major developments.

2.10 COVERDALE SETTLEMENT AREA (Map No. 12)

2.10.1 Location

This Settlement Area is located on both sides of No. 5 Side Road, between Guelph Line on the east and the area of the intersection of Cedar Springs Road and No. 5 Side Road on the west.

2.10.2 General Policy

Rural-urban development, in the form of large homes on large lots by way of land conveyances and separations, has taken place in this area over the past five or six years.

The area, because of its rolling and picturesque topography, is generally unsuitable for agricultural pursuits, but rural-urban development within planned policies is deemed practical. The following policies will guide all development in this area.

The picturesque rural character of the area will be maintained by permitting single family estate type development on a low density basis.

Development will be planned and regulated in order to preserve and maintain the Bronte Creek and Escarpment areas for conservation and recreation uses.

Residential estate development will be permitted on individual wells and septic tank systems and upon approval of the Town of Burlington, the County of Halton Health Unit, the Ontario Water Resources Commission and the Halton Region Conservation Authority.

Small sub-divisions of a low density will be permitted on the basis of a registered plan, communal wells and approval of the Halton County Health Unit and other governmental authorities having jurisdiction regarding development.

2.10.3 Residential

Lot areas of less than 0.4 hectare for residential units having their own services will not be encouraged. Similarly, a minimum lot size of 0.2 hectare for a residential unit developing on the basis of a registered plan and a communal well will be encouraged.

In addition to large lot sizes, the open and picturesque beauty of the area will be maintained by encouraging lot frontages having widths no smaller than 45.7 metres and front yard setbacks from the lot line of not less than 15.2 metres.

This Plan will not encourage the construction of homes having floor areas of less than 111 square metres for a one-storey, with larger floor areas for a one and a half storey and a split level. A two-storey will be designed with a floor area of not less than 139 square metres.

Existing building lots containing residential units will be deemed to conform with the policies of the Plan.

Existing building lots without dwellings or structures and less than 0.2 hectare in size and less than the minimum frontages proposed in this Plan, will be encouraged to increase the lot size to 0.2 hectare in size with a minimum frontage of 45.7 metres.

2.10.4 Commercial and Industrial

No commercial or industrial uses are anticipated nor necessary for development in this Settlement Area. Commercial facilities of a neighborhood calibre to serve this area are located and designated in both the nearby Lowville and Kilbride Settlement Areas.

2.10.5 Parks and Open Space

The development of parks, recreation areas, open spaces and similar uses, by municipal or senior governments or authorities will be allowed. Commercial parks or recreation areas will be excluded from development in this area.

2.10.6 Public and Institutional

Uses required as necessary by either local or senior governments, to serve the area, such as churches, cemeteries, schools, fire stations and other similar uses will be allowed.

2.10.7 Greenway

Development in a greenway designation will be limited to buildings for conservation or recreational uses, parks, scenic trails, camping sites, nature areas and similar uses, with a view to future acquisition by a public authority.

In the case of the Bronte Creek, the greenway designation will be generally defined as that area between the creek bottom and the generally accepted top of the bank.

Rural-urban development in proximity to greenway designations will be closely examined in order to prevent construction that may overhang a bank, and/or be prone to flooding, swampy or dangerous conditions.

2.10.8 Historical Sites

It is the intent of this Plan that Bethel Chapel, on No. 5 Side Road and the adjacent cemetery, along with the Lowville United Church and nearby cemetery, be preserved as part of the historical heritage of the area.

2.10.9 Settlement Cores

Fairview Public School and Lowville United Church will serve as the major focal points where the residents may gather for community uses. No provision is made in this area for a commercial core.

2.10.10 Implementation

This programme will be implemented by a zoning by-law and by plans of sub-division where such are deemed necessary, all in accordance with the Official Plan.

2.11 SALEM SETTLEMENT AREA (Map No. 13)

2.11.1 Location

This Settlement Area is predominantly located in the north-west quadrant of the intersection of Walker's Line and No. 2 Side Road, all below the Escarpment at Mount Nemo.

2.11.2 General Policy

Development of large homes on picturesque lots, which abut the Escarpment, has occurred in this area. The land is unsuitable for rural purposes, but most appropriate for single family dwellings of an estate nature.

It is therefore the intent of this Plan to provide an estate type Settlement Area in this location, all in conjunction with the preservation and maintenance of the Escarpment and the rural character of the area; and therefore residential development will be on a low density basis.

Residential estate development on the basis of individual wells and septic tanks will be permitted upon approval of the Town of Burlington, the County of Halton Health Unit, Ontario Water Resources Commission, and the Halton Region Conservation Authority.

Small subdivisions at a low density, not exceeding 5 units to the hectare, will be permitted subject to a registered plan, communal wells, approval of the Halton County Health Unit and other authorities concerned with rural-urban development.

2.11.3 Residential

Lot areas of less than .4 hectares for residential units having their own services will not be encouraged. Similarly, a minimum lot size of 0.2 hectare for a residential unit developing on the basis of a registered plan and a communal well will be promoted.

In addition to large lot sizes, the open and picturesque beauty of the area will be maintained by encouraging lot frontages having widths no smaller than 45.7 metres and front yard set-backs from the lot line of no less than 15.2 metres.

This Plan will not encourage the construction of homes having floor areas of less than 111 square metres for a one-storey, with larger floor areas for a one and a half storey and a split-level. A two storey will be designed with a floor area of not less than 139 square metres.

Existing building lots containing residential units will be deemed to conform with the policies of this Plan.

Existing building lots without dwellings or structures, and less than 0.2 hectare in size and less than the minimum frontages proposed in this Plan, will be encouraged to increase the lot size to 0.2 hectare in size with a minimum frontage of 45.7 metres.

2.11.4 Commercial and Industrial

It is the general policy to encourage single family residential development in this Settlement Area, therefore commercial and industrial uses will be discouraged.

2.11.5 Parks and Open Space

The development of parks, recreation areas, open spaces and similar uses, by either municipal, provincial or federal governments will be permitted. Commercial parks or recreation areas will not be allowed as permitted uses.

2.11.6 Public and Institutional

Uses as required for the well being of the area and including such uses as schools, churches, cemeteries, fire stations and library outlets will be deemed as permitted, as part of the total development.

2.11.7 Greenways

The Greenway designation in this Settlement Area is expanded in width in order to regulate development along the top, face and bottom of the Escarpment. It will be in the policy of this Plan to protect this area from urban development and to preserve it for conservation and recreational purposes, with the long term view to future acquisition by a public authority.

Development in a greenway designation will be limited to buildings for conservation and recreational uses, and will include such uses as parks, scenic trails and nature areas.

Residential or other forms of urban uses near a greenway designation will be examined in order to ensure that structures are not dangerously located or susceptible to a dangerous situation.

2.11.8 Historical Sites

The Salem Cemetery, located at the intersection of No. 2 Side Road and Walker's Line will be maintained as an area of historical interest.

2.11.9 Roads

It is recommended that the jog at the intersection of No. 2 Side Road and Walker's Line will be eliminated by re-locating that portion of Walker's Line south of No. 2 westerly and connecting directly to Walker's Line.

2.11.10 Settlement Cores

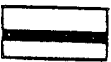
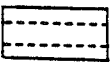
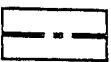
No settlement cores or focal points are proposed in the short range planning aspects of this Settlement Area.

2.11.11 Implementation

This Plan will be implemented by a zoning by-law and by plans of sub-division where such are deemed necessary, all in accordance with the Official Plan.

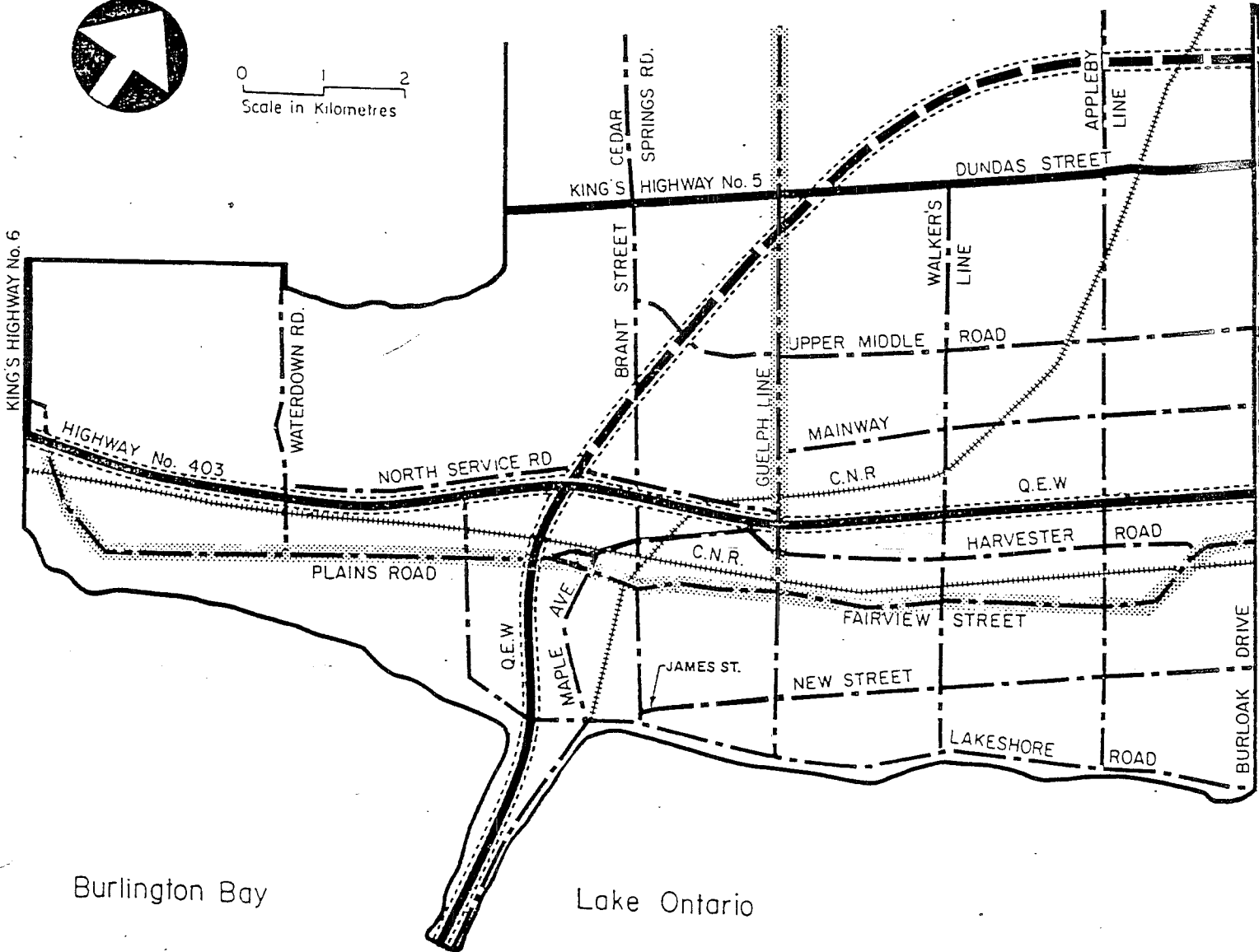
MAJOR ROADS PROGRAMME - BURLINGTON URBAN AREA

Legend :

-  PROVINCIAL HIGHWAY - Existing
 -  PROVINCIAL HIGHWAY - Proposed
 -  FULL CONTROL OF ACCESS
 -  ARTERIAL ROAD (Designated as a 'Primary Arterial' in the Region of Halton Official Plan)
 -  ARTERIAL ROAD
- * Collectors to be determined in the future subject to detailed studies
- ** Proposed Beach Strip Arterials (Q.E.W, Service Road) is designated as a 'Provincial Highway'



0 1 2
Scale in Kilometres



MAP No. 4

COMMUNITY IMPROVEMENT POLICY AREAS

TO AMENDMENT No. 49 TO THE OFFICIAL PLAN
OF THE BURLINGTON PLANNING AREA

Legend

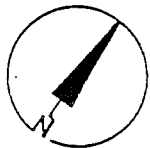


COMMUNITY IMPROVEMENTS
POLICY AREAS

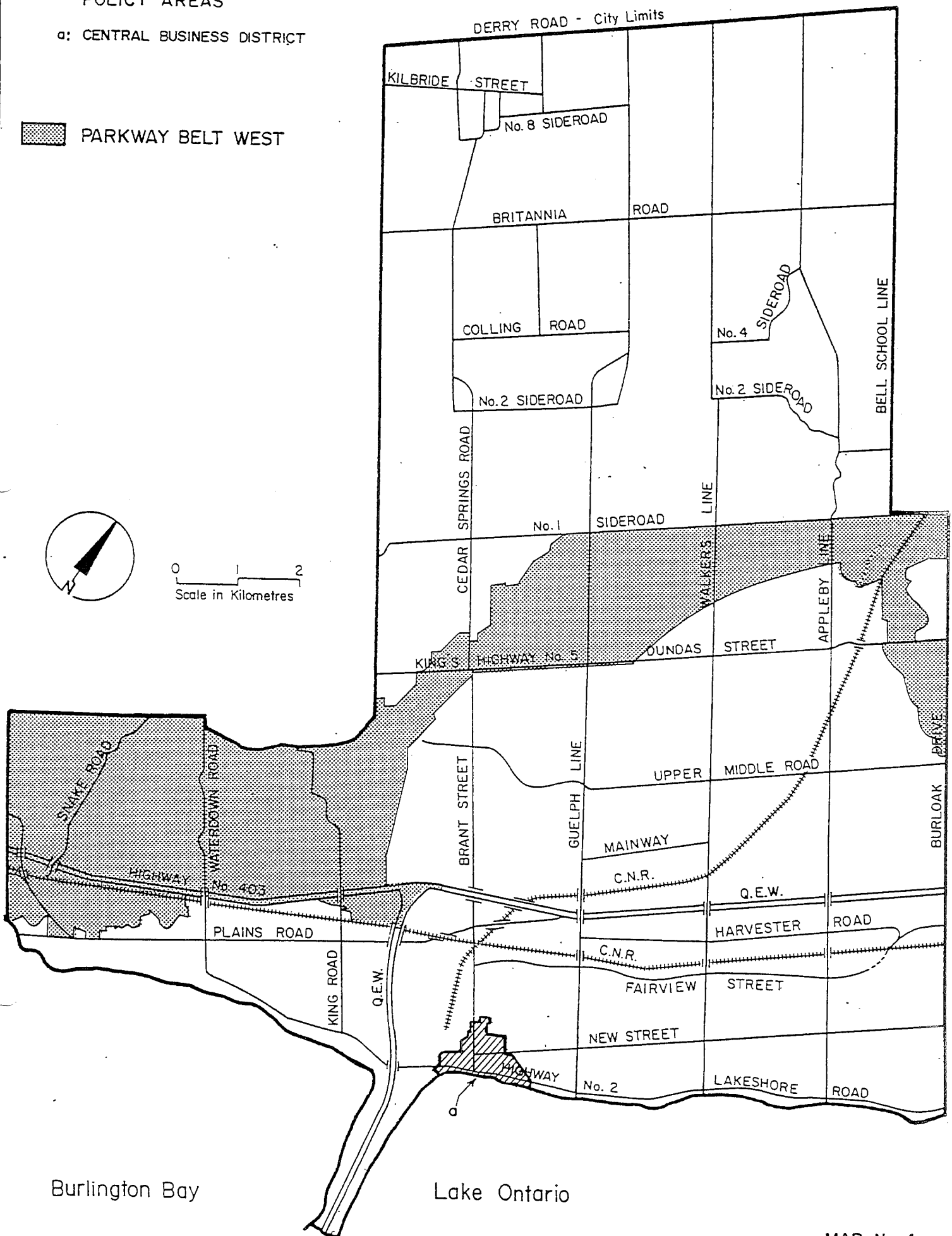
a: CENTRAL BUSINESS DISTRICT



PARKWAY BELT WEST



0 1 2
Scale in Kilometres



MAP No. 4

DATE May, 1984

BURLINGTON PLANNING DEPARTMENT

AMENDMENT Nº 81

TO THE

OFFICIAL PLAN

OF THE

BURLINGTON PLANNING

AREA

(FOR THAT AREA OF THE CITY WHICH IS LOCATED NORTH OF THE PARKWAY BELT WEST PLAN - JULY 1978 PLUS THAT AREA LOCATED WEST OF TREMAINE ROAD, NORTH OF DUNDAS STREET AND SOUTH AND EAST OF THE PARKWAY BELT WEST PLAN - JULY 1978)

MINISTER OF HOUSING APPROVAL IN PART: AUGUST 24, 1978
DECEMBER 22, 1981
OCTOBER 14, 1982

O.M.B. APPROVAL IN PART: OCTOBER 19, 1979 (Decision)
DECEMBER 7, 1979 (Amending Decision)
FEBRUARY 14, 1980 (Decision & Order)
MAY 1, 1980 (Decision)
NOVEMBER 14, 1980 (Decision & Order)

AMENDED BY AMENDMENT NO. 101, MINISTER OF HOUSING
APPROVAL: August 26, 1980

AMENDED BY AMENDMENT NO. 108, MINISTER OF HOUSING
APPROVAL: August 7, 1984 IN PART

AMENDED BY AMENDMENT NO. 118, MINISTER OF HOUSING
APPROVAL: DECEMBER 17, 1984 IN PART WITH MODIFICATIONS

AMENDED BY AMENDMENT NO. 115, MINISTER OF HOUSING
APPROVAL: JANUARY 15, 1985 WITH MODIFICATIONS

AMENDED BY AMENDMENT NO. 114, MINISTER OF HOUSING
APPROVAL: JUNE 24, 1985 IN PART WITH MODIFICATIONS

AMENDED BY AMENDMENT NO. 116, MINISTER OF HOUSING
APPROVAL: JUNE 28, 1985.

Amendment No.81

to the
Official Plan for the
Burlington Planning Area

This amendment to the Official Plan for the Burlington Planning Area, which has been adopted by the Council of the Corporation of the City of Burlington, is hereby approved in accordance with section 17 of The Planning Act as Amendment No.81 to the Official Plan for the Burlington Planning Area, save and except the following which are to be referred to the Ontario Municipal Board under section 15(1) of The Planning Act:

1. (i) ~~Part B, Section 2, Policies with Respect to Land Division in the Burlington Rural Area, subsections b and c, on pages 6 and 7, in their entirety.~~
- (ii) ~~The last paragraph of subsection b, section 2, Policies with Respect to Land Division in the Burlington Rural Area, Part B, on page 7 insofar as it would apply to the lands outlined in blue on the attached map and labelled number 4.~~
2. ~~Part C, Section 1, Settlement Areas, on page 9, insofar as this section would apply to the lands outlined in red and labelled number 1 on the attached copy of the map entitled Future Predominant Land Use - Burlington Rural Area~~
3. The sentence reading:
~~"However, the minimum lot size will be one acre, based upon ideal conditions in terms of potable water supplies and soil conditions for sewage disposal, with a lot frontage of at least 125 feet."~~
~~from Part C, Section 1, Settlement Areas, the first paragraph, on page 9, insofar as it applies to the lands currently proposed for "Settlement Area" designation as outlined in blue and labelled number 2 on the attached map.~~
4. (i) ~~Part C, Section 2, Residential, the second sentence of the first paragraph on page 10 reading:
"Development will be encouraged on the basis of a single family condominium cluster housing concept with individual septic tanks and a water supply system approved by the appropriate agencies."~~

~~X~~ O.M.B. HEARING HELD
DECISION ISSUED

~~⊙~~
~~⊗~~ MINISTER OF HOUSING
APPROVAL: DEC. 22, 1981
Oct. 14, 1982

(ii) ~~Part C, Section 2, Residential, the second and third paragraphs, on page 10, in their entirety.~~

5.(i) ~~Part C, Section 3, Rural Residential, the second sentence of the first paragraph of that section on page 10 reading:~~

~~"Generally, development will be encouraged on the basis of single family condominium cluster housing concept with individual wells or a water supply approved by the appropriate agencies and individual septic tanks."~~

(ii) ~~Part C, Section 3, Rural Residential, the second and third paragraphs, on page 10, in their entirety.~~

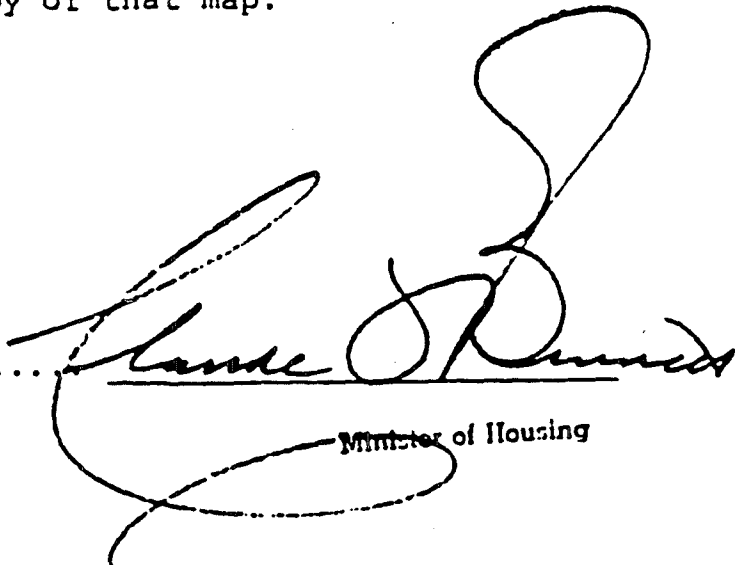
6. ~~The paragraph reading:~~

~~"It is the intent of this Amendment not to permit any further conversions of seasonal residential dwellings to permanent residences in the Cedar Springs Community. It is recognized that the Cedar Springs Community is a private self-sustaining development and will not have more than twelve year round residences and eighty-two recreational cottages."~~

~~from Part C, Section 5, Natural Resource on page 12.~~

7. The designations on the Future Predominant Land Use - Burlington Rural Area map of the lands outlined in red and labelled as numbers ~~1, 2, 3, 4, 5, 6, 7, 8, 9~~ and 10 on the attached copy of that map.

Date ..Aug. 24/78.....


Minister of Housing

Amendment No. 118
to the
Official Plan for the
Burlington Planning Area

This amendment to the Official Plan for the Burlington Planning Area, which has been adopted by the Council of the Corporation of the City of Burlington, is hereby modified under the provisions of Section 17 of the Planning Act, R.S.O. 1980, as follows:

1. Part B - THE AMENDMENT, DETAILS OF THE AMENDMENT,
item 1. Text Change; Section 1.1.1 Kilbride
Settlement Area.

Policy 1.1.1.(i) General Development Policies is modified by the addition of the following as new clause (b), with renumbering of subsequent clauses:

"(b) All development or re-development in the Kilbride Settlement Area must meet the servicing requirements of the Official Plan for the Region of Halton".

2. Policy 1.1.1.(ii) Residential Development, clause (a) is modified by deletion of the word "of" on line 7, to be replaced by the word "or".
3. Policy 1.1.1.(iii) Commercial Development, Retail Development, clause (d) is modified by deletion of the word "architectural" on line 2, to be replaced by the word "a".
4. Policy 1.1.1.(iv) Institutional Facilities clause (d) is modified by deletion of the word "architectural" on line 2, to be replaced by the word "a".
5. Policy 1.1.1.(viii) Hazard Lands/Environmentally Sensitive Area/Constraint to Development, is modified by the addition of the words "..., and the Region of Halton," at the end of line 7.
6. Policy 1.1.1. (ix) Phasing of Development is modified by the addition of the following, at the end of the second paragraph:

"... , provided the development densities established by the Kilbride Hydrogeological Investigation, 1980 or any subsequent detailed Hydrogeological Investigations approved by the Region of Halton are maintained."
7. Item 5, Implementation, is modified by the addition of the following between the words "with" and "Section" on line 2: "Section 7(b), Niagara Escarpment Development Control Area, and ..."

as thus modified, this amendment is hereby approved, save and except the following which are deferred pursuant to Section 14(3) of the Planning Act.

1. Part B - THE AMENDMENT, DETAILS OF THE AMENDMENT,
item 1. Text Change; Section 1.1.1 Kilbride
Settlement Area.

Policy 1.1.1.(i) General Development Policies
clause (a), the second sentence, in its entirety,
starting with the words, "The policy of the Region
of Halton ..."

2. Policy 1.1.1(vi) Transportation, clause (e) in its
entirety.
3. Policy 1.1.1(vi) Transportation, clause (f), the
following words "Kilbride Street 30m."

Date ..*Dec. 17, 1984*.....



L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs and Housing

THE CORPORATION OF THE CITY OF BURLINGTON

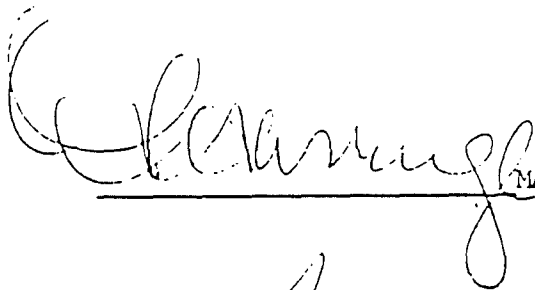
BY-LAW NUMBER 46-1975

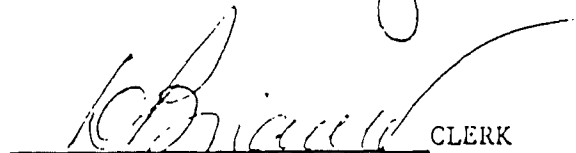
A By-law to authorize the Mayor and Clerk
to sign Amendment No. 81 to the Official Plan
(Rural Area)

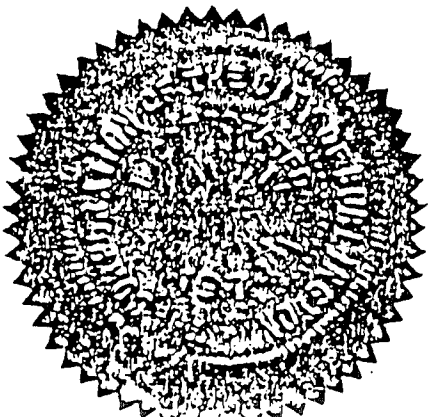
THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON
IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, HEREBY ENACTS
AS FOLLOWS:

1. THAT Amendment No. 81 of the Official Plan of the City of Burlington is hereby adopted and the Mayor and Clerk are hereby authorized to sign the said amendment.
2. THAT the Clerk of the municipality is hereby instructed to make an application to the Ministry of Housing for approval of the aforesaid Amendment No. 81 to the Official Plan.

ENACTED AND PASSED this 14th day of April, 1975.


MAYOR


CLERK



"ORIGINAL OF AMENDMENT"

OFFICIAL PLAN
OF THE
BURLINGTON PLANNING AREA

Amendment No. 81

The attached map, designated Schedule and explanatory text, constituting Amendment No. 81 to the Official Plan of the Burlington Planning Area, were prepared by the Burlington Development Committee and were recommended to the Council of the Corporation of the City of Burlington under the provisions of Sections 13 and 17 of the Planning Act on the 12th day of June 1978.

Joan Allingham
CHAIRMAN, DEVELOPMENT COMMITTEE

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AMENDMENT NO. 81 TO THE OFFICIAL PLAN
OF THE BURLINGTON PLANNING AREA

I. PURPOSE OF THE AMENDMENT:

To update the City's existing Official Plan for the Rural Area north of the northerly boundary of the Parkway Belt West Plan - July 1978 plus that area located west of Tremaine Road, north of Dundas Street and south and east of the Parkway Belt West Plan - July 1978, in order that new land use concepts and policies are implemented.

To provide both current and long range development policies for the area for the next 10 to 15 years.

To make this Amendment the Operative Official Plan for that portion of the City which is north of the northerly boundary of the Parkway Belt West Plan - July 1978 plus that area located west of Tremaine Road, north of Dundas Street and south and east of the Parkway Belt West Plan- July 1978.

II. BACKGROUND TO THE AMENDMENT:

This Amendment is necessary in order to incorporate the new concepts of the Parkway Belt Policy, the preservation of the Niagara Escarpment, Bronte Creek Valley and also to clarify the policy on land development and severance in the Rural Area of the City of Burlington.

III. PARTICULARS OF THE AMENDMENT:

This Amendment contains land use designations and policies for development in rural area of the City of Burlington. For the purposes of the City of Burlington's Official Plan and this Amendment, the rural area of Burlington shall include that portion of the City of Burlington, located north of the northerly boundary of the Parkway Belt West Plan - July 1978 plus that area located west of Tremaine Road, north of Dundas Street and south and east of the Parkway Belt West Plan - July 1978 and as outlined on the Land Use Schedule which forms part of this Amendment.

The changes that have taken place are those that clarify, expand, delineate a land use boundary and a land use policy, or a regulation. In the light of present studies and long range concepts, policies have been more accurately explained, defined or amended.

Incorporated in this Amendment is one overall Official Plan map. To show each individual change on the old maps would be too cumbersome and confusing. Therefore, the revised Official Plan map included will replace all of the Official Plan maps for this area. Included also are Map No. 2, Kilbride Settlement Area - Land Use Plan (Amendment No. 118), and Map No. 3, Major Roads Programme - Burlington Rural Area (Amendment No. 114).

This Amendment also recognizes the changes in the boundaries of the City as affected by the establishment of the Halton Region.

A. INTRODUCTION:

The process of migration into the surrounding countryside is an age old phenomenon. A certain percentage of the population making their living in the urban centres want to live in a rural setting with lots of open space around them.

People living in the rural area, or contemplating moving there, are desirous of extremely low density housing with maximum privacy and a genuine rural setting where they can be free of noise, pollution (especially water) and traffic. Therefore, the goal in planning the rural area is based upon the concepts of large lots and preservation of the rural scene and ecological values.

If land division is not planned and controlled, then the rural landscape can be completely ruined and scarred with ribbon development everywhere. The lots become smaller and smaller scattered throughout a large region which results in high cost of services, roads, education, etc. The end result is destruction of agricultural lands and the rural setting.

A detailed inventory of the rural area was taken and critically analysed. It was viewed against the back-drop of the ills of "sprawl" and extreme dangers of water pollution.

Any development of homes in the rural area will have to be self-sustaining with its own well water supply and sewage disposal, as municipal servicing of this area is beyond the foreseeable time span of this Plan. Therefore a development philosophy is established that is to promote a structured growth of self-sustaining residential development, preservation of good agricultural land and open space, and conservation of unique landscape features and ecology of the area.

This Amendment also recognizes the fact that the rural area of Burlington is affected by Provincial and Regional Planning strategies. A large portion of Amendment No. 81 area is within the Niagara Escarpment Development Control Area. The Niagara Escarpment Commission is presently preparing a Master Plan for the Niagara Escarpment Planning Area. When the Plans for the Niagara Escarpment Planning Area have been finalized the Burlington Official Plan, including the policies in Amendment No. 81, shall be amended as required to conform with the policies contained in that Plan as well as the policies contained in the approved Halton Regional Plan. Development in those portions of the Burlington rural area within the Niagara Escarpment Development Control Area shall proceed in accordance with the provisions of The Niagara Escarpment Planning and Development Act, 1973 and of Ontario Regulation No. 453/73, as may be amended from time to time.

Amendment No. 81 establishes a pattern of development for the rural area of Burlington north of the northerly boundary of the Parkway Belt West Plan - July 1978 plus that area located west of Tremaine Road, north of Dundas Street and south and east of the Parkway Belt West Plan - July 1978 by designating lands within this area for certain types of development. These land use designations include Settlement, Residential, Rural Residential, Agricultural, Natural Resources and Extractive Industrial. In addition, this Amendment also delineates the boundary of the Niagara Escarpment Development Control Area. The boundaries and location of these areas are based upon soil conditions, natural features, socio-economic constraints, Provincial planning strategies, locational factors and their relationship to the Region at large.

The intent of the six land use classifications is to satisfy the various needs of the people in the rural area. Special

The proposed commercial uses must be compatible with other existing and proposed uses in the surrounding area, and adequate buffering techniques shall be applied between the proposed use and other uses for the purpose of reducing or eliminating possible conflicts between the proposed use and other uses. Buffering may include open space, a berm, wall, fence or plantings or any combination of these interposing features sufficient to achieve the intended purpose.

A satisfactory drainage plan, indicating the existing and final grades for the proposed development and the surrounding area, shall be filed with the City.

Development proposals for a commercial use shall be accompanied by an engineering report indicating that there is an available and adequate supply of potable water for such development and that soil and site conditions will permit the installation of an individual well and septic tank disposal system.

All septic tank and tile field installations shall conform to the standards of, and have received prior approval from, the Halton Regional Health Unit and/or the Ministry of the Environment, according to the current regulatory requirement.

Commercial uses shall be placed in a separate zoning category in the implementing Restricted Area By-law.

Industrial Uses: Existing industrial uses and lands zoned Industrial according to By-law 4000-3 as amended, including extractive industrial, will be allowed to operate or locate within the present boundaries, and will be deemed to conform to this Official Plan.

2. Policies with Respect to Land Division
in the Burlington Rural Area:

- a. All land severances in the Settlement, Residential, Rural Residential, Agriculture, and Natural Resource areas shall conform to the minimum lot sizes and lot frontages as advocated in the land use classifications in the specific proposals. The remaining parcel of the original holding where a land severance is to be granted will also conform to the minimum lot acreage and lot width requirements as advocated in the land use classifications in the specific proposals. No lot or tract of land shall be reduced in area by land division, so as to make any yard of an existing building less than the yard requirements for such buildings as required in the implementing Restricted Area By-law. In the above-mentioned classifications, the lot sizes are minimums, and are based upon the assumption of good soil conditions for water and sewage disposal.

- c. All land divisions and Plans of Subdivision or Condominium shall conform to the requirements and plans of the Halton Regional Health Unit, Halton Region Conservation Authority, Ministry of Agriculture, or any other Government agency.
- d. All land divisions and Plans of Subdivision or Condominium shall have regard for plans of any Provincial and Federal agencies concerning the Niagara Escarpment, creek valleys or any other area.
- e. Development proposals for a commercial use shall be accompanied by an engineering report indicating that there is an available and adequate supply of potable water for such development and that soil and site conditions will permit the installation of an individual well and septic tank disposal system.
- f. The lot sizes in the land use classification are minimum in area, and are based upon the assumption of good soil conditions for water and sewage disposal.
- g. The lot size and proposed use of land shall conform to the provisions of the Zoning By-law.
- h. Wherever possible, adjacent lots should have a uniform depth and shape.
- i. Land divisions shall only be granted when the land fronts on an existing public road.
- j. For all land divisions, direct access from major roads should be limited and residential lots, where possible, should have access only from minor public roads. When direct access to Regional Roads or Provincial Highways are created by land divisions, prior written approvals by the Region of Halton Roads Department or the Ministry of Transportation and Communications, as the case may be, shall be obtained.
- k. Land divisions shall not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.
- l. Provisions shall be made for future streets, and land divisions shall not be granted which are likely to preclude the future development of surrounding lands.
- m. Land divisions shall have regard for future road widths and all matters referred to in the Planning Act which are normally considered before approving a Plan of Subdivision.
- n. Land divisions shall not be granted on top of the Escarpment without due regard for the stability of the soil or rock for the safe siting of any building. Furthermore, no building shall be located within 300 feet from the base as well as the top of the Niagara Escarpment as established by the City or any other Government agency.
- o. In considering proposals for land divisions, regard shall also be had for matters of public health and safety, including possible dangers to public health and safety resulting from flooding, erosion or other similar hazards. The policies regarding hazard lands, contained in the Natural Resource section, shall apply to all applications for land division and development.

TABLE I: FUNCTIONAL CLASSIFICATION
OF ROADS
BURLINGTON RURAL AREA

CLASSIFICATION	FUNCTION	ACCESS CONTROL	PROPOSED ROAD ALLOWANCE WIDTH*	NO. OF THROUGH TRAFFIC LANES*
Provincial Highways - Full Control of Access	- Connect Regions and Municipalities - Serve long distance traffic	Full	**	**
Other Provincial Highways	- Connect Regions and Municipalities - Serve medium to long distance traffic - Provides access to major activity centres	Partial	**	**
Arterials (Designated as "Primary Arterial" in the Region of Halton Official Plan)	- Function similar to those for Arterials except that from the Regional perspective, these Arterials provide a generally higher order of function	Partial	26-45 m	2-6
Arterials	- Distribute traffic to and from from Provincial Highways - Connect Municipalities, Communities, and Planning Districts - Provide access to activity centres - Serve medium to long distance traffic	Partial	20-45 m	2-6
Collectors	- Connect Neighbourhoods - Distribute traffic to and from arterials - Serve short to medium distance traffic - Provide access to adjacent land uses	None	20-38 m	2-4
Local	- Provide access to adjacent land use	None	14-26 m	2

* The proposed road allowance width and number of through traffic lanes shown represent only general guidelines. The actual lane requirements of individual roads and precise alignments of entirely new roadway sections will be determined through detailed studies.

** The ultimate road allowance width and number of traffic lanes of Provincial Highways are under the jurisdiction of the Ministry of Transportation and Communications.

NOTE: All roads in this Functional Classification may be used for transit.

To ensure future developments to not have a detrimental effect on the road system, the proponent of a development shall be required to conduct a traffic impact study if it is considered that the proposed project may have a serious impact on the road system."

5. Notification and Public Participation Procedures

From time to time it will be necessary to amend the Official Plan and Zoning By-law in order to reflect changing conditions and changing priorities and desires of the population. Any amendments to the Official Plan and Zoning By-law will require that an opportunity be given to inform and obtain input from the public in order to ensure that the Official Plan and the implementing Zoning By-law reflect the goals and objectives of the community.

All public meetings to inform and obtain input from the public regarding proposed amendments to the Official Plan and Zoning By-law shall be held by the Planning and Development Committee of Council. Following a public meeting of the Planning and Development Committee, a report shall be forwarded to Council which includes: Planning and Development Committee's recommendation, a list of persons who provided input and a statement of their position. Any person may also appear as a delegation before Council, regarding a proposed amendment to the Official Plan or Zoning By-law, providing the person registers with the City Clerk prior to the Council meeting.

5.1 Official Plan Amendments

The procedure to be followed in amending the Burlington Official Plan shall involve a minimum of 14 days notice for public meetings instead of the 30 days required by The Planning Act, 1983 and shall include the following measures.

The details of the proposed Official Plan amendment shall be circulated to all boards, commissions and agencies which are considered to have an interest in the matter for comments and a reasonable period given for submission of these comments prior to Council dealing with the proposed amendment as required by The Planning Act.

Prior to the City undertaking an agency circulation or a preliminary public circulation of a site specific amendment, the applicant must place a sign on the subject property indicating the basic details of the application. The wording, design and placement of the sign must be to the City's satisfaction. Site specific amendments apply to readily identifiable parcels or blocks of land which are smaller than a community. Such an amendment may involve a map designation change and/or policy change pertaining to that particular area.

At least 30 days prior to the Council meeting adopting the proposed amendment, a preliminary notification of the basic details of the proposed amendment shall either be placed in a local newspaper which, in the opinion of the City Clerk,

For amendments to the Zoning By-law, which are generally applicable to the City, a notice indicating the basic details of the application shall be placed in a local newspaper, which in the opinion of the City Clerk, has a general circulation in the area. This preliminary notification shall be sent out at least 30 days prior to the Council meeting adopting the proposed amendment. The City may opt to not provide a preliminary public notification for a proposed amendment to the Zoning By-law, in which case, notice regarding the public meeting to discuss the proposed amendment will be given in accordance with the provisions of the Planning Act, 1983.

At least one public meeting shall be held by the Planning and Development Committee of Council to inform and obtain input from the public regarding an application to amend the Zoning By-law. The application to amend the Zoning By-law may be dealt with at the same meeting if appropriate.

In addition to the preliminary circulation notice of the public meeting shall be given at least 14 days prior to the date of the meeting. In the case of site specific amendments every person assessed in respect of land within 120 metres of the subject area shall be notified by first class prepaid mail or personal service.

In the case of an application to amend the Zoning By-law which is generally applicable to the City or to multiple sites scattered throughout the City, a notice of the public meeting shall be placed in a local newspaper which, in the opinion of the City Clerk has a general circulation in the area. In addition, any person who has requested to be notified of any meetings on a particular application to amend the Zoning By-law shall be notified of the public meeting by first class prepaid mail or personal service if the request is received prior to the date notices are issued. If additional meetings are required regarding the proposed amendment, the same notification procedures shall be used.

Following Council approval of an application to amend the Zoning By-law a by-law is prepared. Once the by-law is enacted, notice shall be given in accordance with the Planning Act, 1983.

C. SPECIFIC PROPOSALS

1. Settlement Areas:

This land use classification is used in order to give encouragement and inducement for orderly residential development ranging around and out from an original residential concentration. The Settlement Areas will have certain lands for service commercial and institutional uses, as well as residential growth on various lot sizes. Certain types of minor commercial uses such as retail stores, restaurants and taverns, automobile service stations, funeral homes, and other similar uses, which are intended primarily to serve the day-to-day needs of the local residents and of the population of the surrounding rural area may be permitted in Settlement Areas. Commercial uses shall be placed in a separate zoning category in the implementing Restricted Area By-law. The lot sizes may vary between Settlement Areas, depending on the adequacy of potable water supplies and soil

Provide desired open space locations and conserve creeks, valleys, and other natural features.

Direct land use in a compatible development pattern which will complement the planning strategies of the Halton Regional Plan as well as the Proposed Plan for the Niagara Escarpment.

Provide direction to various government agencies, land owners, and to the general public in regard to the decision making process affecting proposals for development in the settlement area.

1.1.1 Kilbride Settlement Area

The following policies shall be used in the consideration of land division and development proposals in the Kilbride Settlement Area being located at the intersection of Cedar Springs Road and Kilbride Street as shown on Schedule 'B', Map No. 2 Kilbride Settlement Area Land Use Plan".

These policies have been based on the Kilbride Settlement Area Secondary Plan, May 1983 which may be referred to for background information regarding the formulation of the following policies:

1.1.1.i General Development Policies

DEFERRED UNDER
SECTION 17(10)
OF THE PLANNING
ACT D #1

- a) All development is to have individual self-sustaining well water supply and sewage disposal system. The policy of the Region of Halton as stated in the Regional Official Plan is to adopt Rural Servicing Guidelines concerning the provision of private sewage disposal systems and wells, which will include, but not be restricted to, design standards for private wells and sewage treatment systems; minimum lot sizes, taking infiltrative capacity of the soils and hydrogeological information into account; guidelines for hydrogeological studies; procedures for processing development applications where private services are proposed; and criteria by which the Medical Officer of Health determines a water supply to be adequate.
- b) All development or re-development in the Kilbride Settlement Area must meet the servicing requirements of the Official Plan for the Region of Halton.
- c) Lot sizes for residential plans of subdivision and the permitted density for single family condominium cluster housing development is to be determined prior to draft plan approval with the preparation of hydrogeological and soil studies for individual development sites. Preliminary analysis of proposed subdivision design by the City is encouraged before these studies are prepared. The studies to be prepared by a professional hydrogeologist will determine groundwater movement, nature of soil overburden, well and aquifer yields, percolation rates, the quality and quantity impacts on the water supply source for the existing and proposed

- j) Tree planting is encouraged to reduce soil erosion and surface water runoff. Removal of existing vegetation is to be minimal and only for building location construction.
- k) Rock cutting and blasting for building construction is not to be permitted. The regrading of the existing terrain for construction and drainage purposes is to receive approval before building permits are to be issued.
- l) Where future commercial and institutional development is permitted based on an amendment to the Official Plan, a development agreement is to be entered into with the City of Burlington prior to the issuance of building permits. The requirements of the Region of Halton include a signed agreement between the proponent and the Region regarding the private water supply and sewage disposal system.
- m) Within the Kilbride Settlement Area, buildings and structures are to be set back a minimum of 15 metres from the top of the bank of the north-south tributary of the Bronte Creek and flood susceptible areas as indicated by the Halton Region Conservation Authority. Tile fields are to be set back a minimum of 30 metres from the top of the bank of the north-south tributary of the Bronte Creek and flood susceptible areas as indicated by the Halton Region Conservation Authority. Buildings and structures are to be set back a minimum of 45 metres from the top of the bank of the Bronte Creek valley along the southern edge of this settlement area.
- n) The western section of the Kilbride Settlement Area is imperfectly drained due to a shallow depth of overburden to bedrock or the groundwater table, numerous rock outcrops and level terrain. For lands on the west side of McNiven Road a proper outlet for storm water has not been identified unless rock cutting or blasting is done which would risk the water supply of existing homes in this location. Additional development on the west side of McNiven Road is not encouraged unless a satisfactory drainage system can be obtained. Limited development along the east side of McNiven Road will also require satisfactory drainage, soil overburden, and water availability examination by the development proponent.

1.1.1.ii Residential Development

- a) Plans of subdivision on the basis of individual wells and septic tanks is to be the preferred form of residential development. Single family condominium cluster housing developments with individual septic tanks and individual wells will be encouraged. Land severances are to be permitted when it is not in the public interest that a Plan of Subdivision or Condominium be registered.

- e) Notwithstanding the above, home occupation enterprises shall be permitted only as an accessory use to a residential property. Under no circumstances shall the residential character be altered and outside display of goods offered for sale is not to be permitted. The home occupation use is to be conducted only by members of the family residing on the premises.

Service Commercial Development

- a) Specific locations for future service commercial development are not identified. Official plan amendment will be required on an individual site basis. Only those uses which do not produce waste and have a low level of water consumption shall be permitted as determined acceptable by the Halton Regional Health and Public Works Departments and the Ministry of Environment. An engineering report indicating that there is an available and adequate supply of potable water for such development and that soil and site conditions will permit the installation of an individual well and septic tank disposal system is required from the development applicant. The minimum lot size is to be 0.8 hectare.
- b) Buffering techniques which may include the combination of open space, berms, wall, fence, or plantings must be provided to ensure compatibility with other existing or proposed uses.
- c) Only those service oriented uses which primarily serve the local population and the needs of the surrounding area are to be encouraged. Outside manufacturing or processing involving the use of machinery or equipment will not be permitted.
- d) Direct access is to be required from either McNiven Road, Kilbride Street, Twiss Road or No. 8 Side Road for a permitted Service Commercial development in the Kilbride Settlement Area.
- e) Detailed site plans are to be provided at the time of Official Plan Amendment application.

1.1.1.iv Institutional Facilities

- a) Specific locations for institutional use development are not indicated. Official plan amendment will be required to permit an institutional use on an individual site basis.
- b) Only those uses which have a low level of water consumption shall be permitted as determined acceptable by the Halton Region Health and Public Works Departments. An engineering report indicating that there is an available and adequate supply of potable water for such development and that soil and site conditions will permit the installation of an individual well and septic tank disposal system will be required from the development applicant.

- d) It is a policy of this plan that the existing unopened road rights-of-way are not to be opened where it is possible to obtain a proper road access in another location as to not alter the living patterns of existing residents and the present traffic pattern. Future development of lands in the Kilbride Settlement Area north of Kilbride Street and east of McNiven Road to the Bronte Creek will utilize an access from Jane Street.
- e) It is recognized that Kilbride Street between Twiss Road and McNiven Road serves the dual function of local village street and Regional traffic carrier. It is a policy of this plan that Kilbride Street from Twiss Road to McNiven Road will be reconstructed as a two-lane urban standard section utilizing where possible a 20 metre to 26 metre right-of-way width, protecting the local street function and character. It is a policy of this plan that No. 8 Side Road between Cedar Springs Road and Twiss Road will be upgraded using where possible the present road alignment.
- f) The deemed width of roads is to be recognized for all development proposals. Sufficient lands are to be dedicated at the time of development approval to achieve the deemed road width. The deemed road widths in the Kilbride Settlement Area are:

DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT D #2	Cedar Springs Road	30m	McNiven Road	26m
	Kilbride Street	30m	No.8 Side Road	26m
	Twiss Road	30m	Other Streets	20m

1.1.1.vii Heritage Features

- a) The City of Burlington Local Architectural Conservation Advisory Committee will be encouraged to designate sites of recognized historic architectural significance and is encouraged to review and comment upon the architectural treatment of development within the settlement area including development adjacent to heritage sites.
- b) Land division and proposals for development are to have regard for the conservation of heritage features. Buildings of architectural or historic value and sites of archaeological interest which are located on lands to be subdivided or otherwise developed should be conserved in the design and resulting development of property.
- c) The heritage objectives, policies and development control criteria of the Niagara Escarpment Commission shall be considered as determined by the Niagara Escarpment Commission or the implementing bodies of the approved Proposed Plan for the Niagara Escarpment.
- d) Development in the Kilbride Settlement Area which is adjacent to the intersection of Kilbride Street and Cedar Springs Road shall be of a design that will feature the historic architectural character found in Kilbride both in the utilization of existing buildings and the design of new structures.

3. Rural Residential:

The intent of this land use classification is to satisfy the housing needs of those people who are desirous of rural living in a spacious environment. Generally, development will be encouraged on the basis of single family condominium cluster housing concept with individual wells or a water supply system approved by the appropriate agencies and individual septic tanks. However, the following uses will also be permitted: reforestation plots, agricultural uses, fishing preserves, conservation areas, private and public parks, golf courses, public and religious institutions, camps and recreation areas not including overnight camping in trailers, tents or recreational vehicles, projects such as greenhouses and demonstration farms. A single family dwelling unit is a permitted use.

All lots in this land use classification will be a minimum of 7 acres in size. The lot frontage to be a minimum of 300 feet.

A minimum area of 21 acres with a minimum frontage of 66 feet on a public road is required for a single family condominium cluster housing development. The density of a cluster development will depend on the soil conditions of the specific area, and in no case will it be less than 7 acres for each dwelling unit.

The size of a dwelling to be a minimum of 1,600 square feet.

4. Agriculture

The intent is to encourage orderly preservation of rural lands and to keep the agricultural use sound. However, the agricultural use of land may be interpreted to include a single family dwelling, reforestation plots, forestry projects, fishing preserves, conservation areas, private and public parks, golf courses, public and religious institutions, cemeteries, camp and recreation areas not including overnight camping in trailers, tents or recreational vehicles, projects such as greenhouses, mushroom farms and demonstration farms.

All lots in this land use classification will be a minimum of 50 acres in size. The lot frontage to be a minimum of 650 feet. The minimum size of a dwelling to be 1,050 square feet.

A bona-fide farmer, who owns and operates a farm property, and where such farm property is approximately 100 acres in size, may have two single-family dwelling units, including the farm house, on the farm property, provided that such dwellings are in use only for the accommodation of persons working on that farm.

OR

A mobile home for the purpose of housing a farm employee, his or her family on an operating farm of at least 100 acres an area will be permitted in accordance with the regulations of By-law Number 52-1975 or any subsequent amending by-law.

The extension of agricultural uses in close proximity to existing residential development shall be restricted to those agricultural uses which will have no detrimental effects on the existing residential developments. The location of agricultural uses, specifically new buildings and

is approved by the City Council and the Halton Region Conservation Authority. Building setbacks will be imposed from the margins of hazard lands in relation to the kind, extent and severity of the existing and potential hazards. Where new development is proposed on a site, part of which is defined hazard land, then such hazard land may not necessarily be acceptable as part of the dedication for Park purposes as required under The Planning Act. All lands dedicated to the municipality shall be conveyed in a physical condition satisfactory to the municipality. When an open watercourse is involved adequate space shall be provided for maintenance and operations.

Notwithstanding the existing uses of the Plan the City Council and Committee of Adjustment shall discourage the expansion of any existing non-conforming use in a hazard land area within the Natural Resource classification.

6. Extractive Industrial:

Land designated as Extractive Industrial is primarily for industries such as sand and gravel pits and quarrying operations. The general principles to be considered in the development and control of the use of such land are as follows:

- a. The uses permitted shall be limited to those uses which include sand and gravel pits, quarries, aggregate storage areas, crushing plants and concrete batching plants, as well as uses directly related and essential to the primary operation. In addition, land designated may be used for agricultural purposes.
- b. In order to preserve the scenic beauty and amenity of the area, extractive operations will generally be restricted to areas not exposed to public view.
- c. Future extractive operations involving the removal of sand and gravel shall be prohibited within 400 feet of any adjacent residential use. Where the extractive operations involve the processing, crushing or blasting of the aggregate, a buffer area of 700 feet will be required from any residential use.
- d. No sand or gravel pit or quarry shall be allowed to excavate so that its edge or rim is at a point less than 50 feet from the limit of any road or 50 feet from any other property boundary.
- e. The provision of adequate buffer planting and protection of the public by the erection of adequate signs and fences shall be providee. Such screening will be an effective visual barrier between the proposed excavation site and any adjacent land use area. It is further intended that until such screening and buffer planting has been provided, no new excavation or processing shall take place.
- f. All operations of extractive industries must satisfy the requirements of the Ministry of the Environment as to water supply and disposal of waste materials. It is further intended that polluted water from washing or screening operations shall not be discharged into any creek or water course.

control but must conform to the Agricultural Code of Practice of Ontario. The addition of any residential units, even if associated with an existing agricultural operation would be subject to site plan control, as would any commercial, recreational or institutional structure. However, for new single family residential uses road widenings will be taken, through site plan control, when the intensity of the development creates a demand for road widening.

In certain cases the dedication of land for road widenings may be required as a condition of site plan approval. Part B "General Proposals", Section 4 "Major Roads Programme" of Amendment No. 81 to the Burlington Official Plan contains the City's road widening policies and identifies those roads proposed for widening and the extent of the proposed widenings.

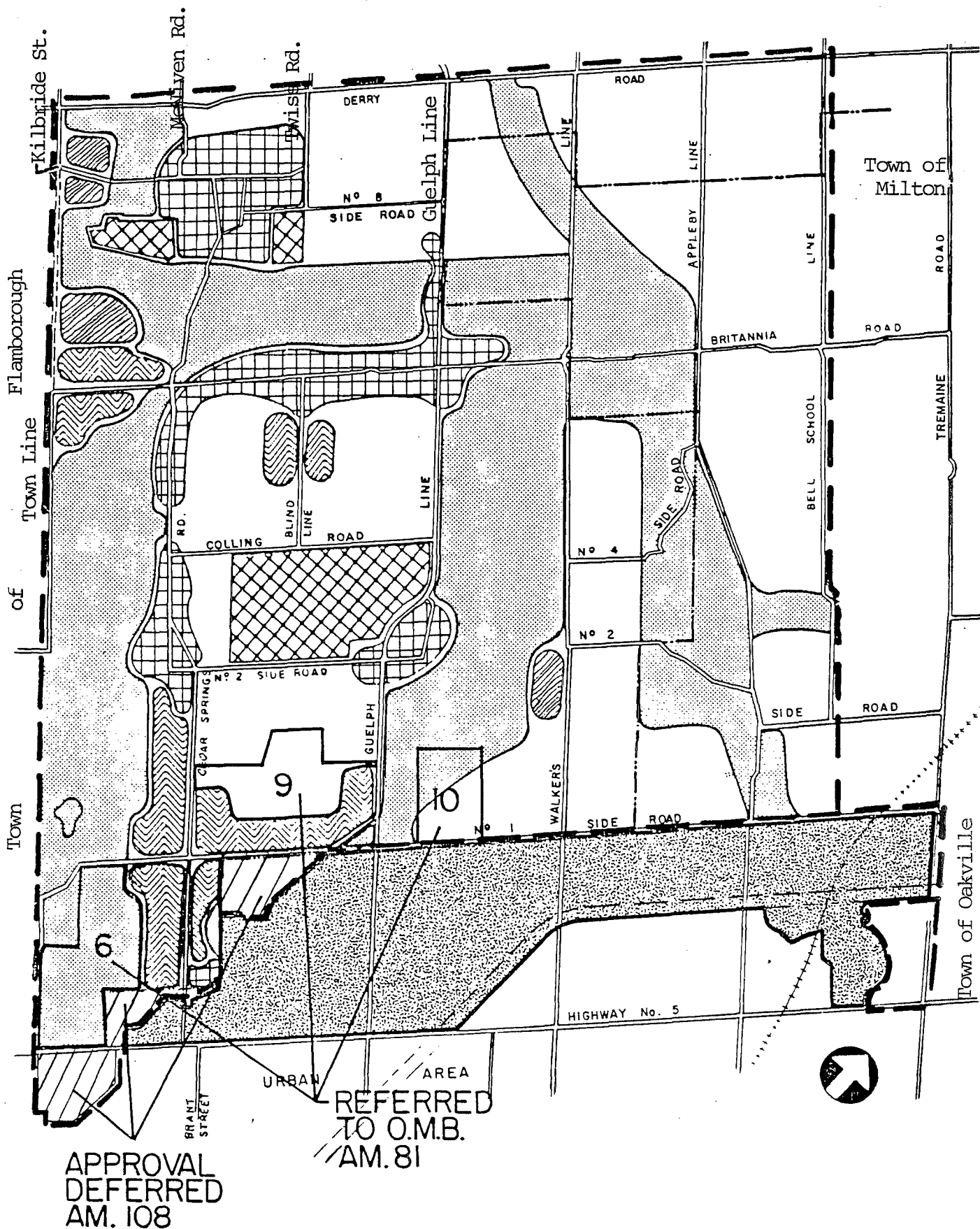
The objectives of site plan control include: ensuring that a safe, functional and attractive site environment is provided, ensuring that City and Regional standards are implemented, and ensuring that any project is developed and maintained as approved.

Drawings may be required showing plan, elevation, and cross section view for each residential building with less than 25 units to be erected in the proposed site plan control area.

9. Interpretation

- a. It is intended that the boundaries of the land use classifications, as shown on the Land Use Schedule 'A' be considered as approximate and be considered as absolute only where bounded by roads, railways, shorelines or other similar geographical barriers. It is also intended that the location of roads, as indicated on Schedule 'A' be considered as approximate and not absolute. Therefore, amendments to the Official Plan will not be required in order to make minor adjustments to the approximate land use boundaries or to the location of roads, provided the general intent of the Plan is preserved. Such minor deviations will not be reflected on the attached Future Predominant Land Use Map.
- b. All numerical figures in the Plan should not be interpreted as absolute and rigid. Minor variation from them will be permitted provided that the intent of the Plan is maintained and amendments to the Official Plan will not be required for this purpose.
- c. Wherever a use is permitted in a land use classification, it is intended that uses, buildings or structures normally incidental, subordinate, accessory and essential to that use, building or structure be also permitted.
- d. All existing lots at the time of adoption of this Official Plan Amendment shall be deemed to conform to this Official Plan. Land uses as permitted in the various land use classifications will apply to subsequent land divisions regardless of the lot sizes or lot frontages.
- e. No lot or tract of land shall be reduced in area by land division, so as to make any yard of an existing building less than the yard requirements for such buildings as required by the implementing Restricted Area By-law.

This map is an Office Consolidation of the original Amendment No. 81



LEGEND			
	SETTLEMENT AREA		NATURAL RESOURCES
	RESIDENTIAL		EXTRACTIVE INDUSTRIAL
	RURAL RESIDENTIAL		PARKWAY BELT WEST
	AGRICULTURE		AREA OF AMENDMENT
	NIAGARA ESCARPMENT DEVELOPMENT CONTROL AREA		PARKWAY BELT WEST REGULATION AREA

AMENDMENT N°81 TO THE OFFICIAL PLAN
AS AMENDED
OF THE
BURLINGTON PLANNING AREA

FUTURE PREDOMINANT LAND USE

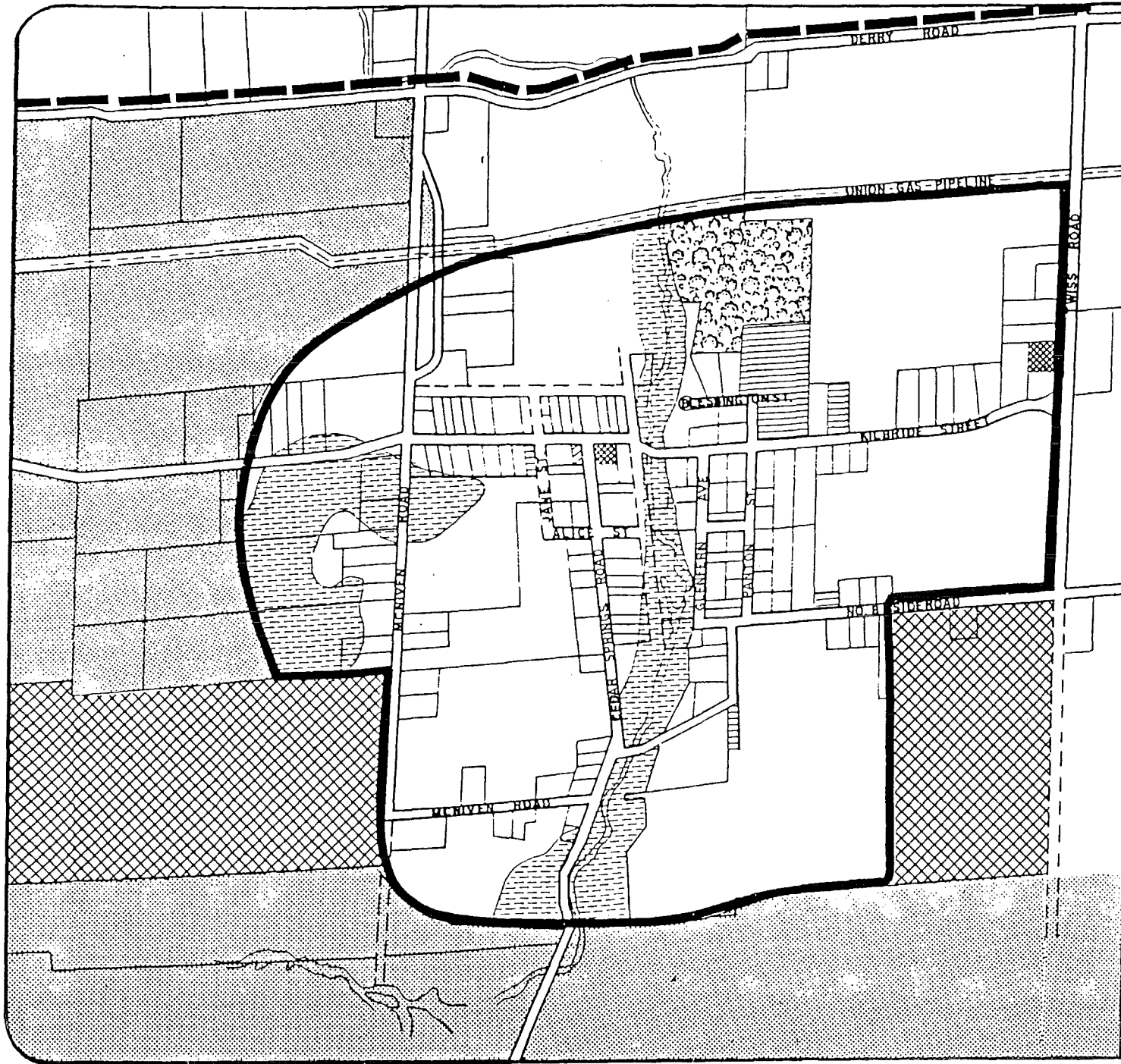
BURLINGTON RURAL AREA

SCALE IN FT. 0 5000 10000

DATE
17 Dec 84

APPROVED BY:
PLANNING DEPT.

MAP N°
1



KILBRIDE SETTLEMENT AREA

LAND USE PLAN

MAP NO.2 TO THE OFFICIAL PLAN OF THE BURLINGTON AREA

Legend :

 SETTLEMENT AREA BOUNDARY

LAND USE WITHIN THE SETTLEMENT AREA

 SINGLE FAMILY RESIDENTIAL

 RETAIL COMMERCIAL

 SERVICE COMMERCIAL

 PARK

 INSTITUTIONAL

 HAZARD LANDS / ENVIRONMENTALLY SENSITIVE AREA / CONSTRAINT FOR DEVELOPMENT

LAND USE OUTSIDE OF THE SETTLEMENT AREA

 EXTRACTIVE INDUSTRIAL

 NATURAL RESOURCES

 AGRICULTURE

 AREA OF AMENDMENT

Date: MAY, 1983

Scale: 1:12500

MAP No. 2

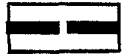


MAJOR ROADS PROGRAMME - BURLINGTON RURAL AREA

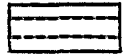
Legend :



PROVINCIAL HIGHWAY - Existing



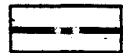
PROVINCIAL HIGHWAY - Proposed



FULL CONTROL OF ACCESS



ARTERIAL ROAD (Designated as a 'Primary Arterial' in the Region of Halton Official Plan)



ARTERIAL ROAD

*

Collectors to be determined in the future subject to detailed studies



0 1 2
Scale in Kilometres

