

| Strategic Plan  | Chapter                    | Official Plan: Priority Comments   | Priority Recommendations   |
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| <p>The new Strategic Plan is fundamentally different from past plans. It is the 25-year blueprint for city-building and will be supported in more detail with the Official Plan*, Transportation Master Plan*, Asset Management Plan, Burlington Economic Development Strategic Plan and the corporate work plan. Burlington is:</p>  |                            | <p>The Official Plan (OP) does not offer an accountability framework or methodology for evaluation of outcomes against the Plan’s policies.</p> <p>The Official Plan makes references to other important and related City planning documents which need to work in concert with the OP, but is not explicit about the timing and implementation of these.</p>  | <p>Strengthen the Official Plan by including a clear outline of accountability measures.</p> <p>Include more information about the timing and specific relationship between other City planning documents and the OP.</p>  |
| <p><b>A Healthy and Greener City</b><br/>The SP envisions every resident of Burlington living within a 15 to 20-minute walk from parks or green spaces.</p> <p>The city recognizes that climate change is a significant issue and is working with community and all levels of government towards the goal of the Burlington community being *net carbon-neutral</p> <p>The city’s urban forest and *tree canopy has increased and continues to thrive.</p> <p>The streetscape plans and private development will increase the city’s tree</p> | <p>3</p> <p>4</p> <p>4</p> | <p>Parkland dedication rates in the intensification area do not address the changing needs and capacity of those areas. Traditional policy and current dedication rates are not sufficient.</p> <p>The OP addresses green space in general terms, not taking in consideration the evolving needs of the City’s residents and the service levels required to serve them well.</p> <p>BG is pleased to see a chapter devoted specifically to environment and sustainability, however, we believe this chapter can be more robust and that it is important to tie this component of the Official Plan to other, related elements such as those covered in chapters 2, 3, 6, 8, 9 and 10.</p> <p>BG is pleased to note the recognition of the benefits and services of the urban forest, but the OP lacks sufficient solution-focused policies to bring our tree canopy to the minimum 30% to 50% recommended by Environment Canada,</p> | <p>Update the City’s Parks, Recreation and Cultural Assets Master Plan to reflect the new needs of the City.</p> <p>Prepare a Green space Inventory and Acquisition Plan.</p> <p>Strengthen linkages between policies and add more emphasis on climate change mitigation and adaptation planning strategies.</p> <p>All development proposals and infrastructure projects, including City projects, should be required to preserve existing healthy trees and require the integration of trees into parking lots and other impervious areas.</p> |

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| <p>canopy.</p> <p>Burlington increases the availability of community garden plots so that residents may grow their own fresh and healthy food.</p> <p>The city supports Halton Region’s rural strategy, including support for growing food locally.</p>   |              | <p>especially given the projected 10% loss due to Emerald Ash Borer and we argue that we need more solution-focused mechanisms in place to protect and increase our tree canopy.</p> <p>BG and the Halton Food Council are pleased to see the inclusion of policies that support and promote community gardens, urban agriculture and farmers’ markets. We do feel, though, that the OP can be strengthened in terms of supporting urban agriculture, in support of the Halton Food Charter signed by the City in 2012. The OP should make reference to this, and include broader policies and definitions of acceptable urban agriculture to support the Charter. Furthermore, the OP needs to incorporate agricultural strategies to promote local food production.</p> | <p>Broaden the definition of urban agriculture to include animal agriculture: at a minimum it should include aquaponics, garden chickens, and bees.</p> <p>Include access to food in the definition of a complete community and create a section in Chapter 3 to address it, or at minimum, a cross-reference to section 4.9.</p> <p>Include objectives and policies to support local food production to promote the local economy, support farmers, and reduce Burlington’s carbon footprint.</p> |
| <p><b>A City that Moves</b></p> <p>People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.</p> | <p>2,3,6</p> | <p>The OP addresses most of the issues raised in the Strategic Plan related to transportation and BG looks forward to seeing more detail in this regard in the Transportation Plan; however, we are disappointed that there appears to be a major disconnect between what the OP is saying and the reality of our public transit funding. Currently, Burlington contributes the lowest per-capita amount for transit of any comparably-sized city in the province, and recent funding cuts have resulted in reduced ridership.</p>  | <p>BG particularly supports the development of a robust public transit system as a key strategy in reducing Burlington’s carbon emissions.</p> <p>We will be looking for a viable level of investment in public transit in the Transportation Plan to improve service and increase ridership and a more concrete strategy to develop/gauge walkability.</p>  |

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| <p><b>A City That Grows</b><br/>The City of Burlington attracts talent, good jobs and economic opportunity while having achieved intensification and balanced, targeted population growth for youth, families, newcomers and seniors.</p> <p>Burlington Green supports the growth objectives of the Strategic Plan listed below because they espouse better active and public transportation (thereby reducing GHG emissions), respect the urban boundary through smart infill initiatives, respect established neighbourhoods through careful intensification, and incorporate green space into intensification planning.</p> | 2       | <p><b>Sustainable Growth</b></p> <p>In general, BG supports the vision outlined in Section 2.1 of the Chapter. On the whole, Chapter 2 provides objectives and policies that align with the strategic plan; however, there are few specifics on ensuring that green space conservation and/or development and the tree canopy elements that are vital to a sustainable community are an explicit component of development/redevelopment policies in this section.</p> | <ol style="list-style-type: none"> <li>1. Strengthen the commitment to environmental stewardship by including specific strategies for green space and tree canopy development/conservation in all development and redevelopment policies and objectives.</li> <li>2. Where relevant, include brief cross-references to Chapter 4: Environment &amp; Sustainability to give more weight to the ‘sustainable’ part of the chapter title and connect to the Strategic Plan: A Healthy and Greener City, as well as cross references to Chapter 6: Infrastructure and Transportation where appropriate. In fact, cross-referencing like this throughout the OP document would demonstrate how the Strategic Plan themes are woven into the OP, and how the various chapters are interconnected and support the four SP directions.</li> </ol> |
| <p>More people who live in Burlington also work in Burlington.</p>   | 2       | <p>It is unclear at Pg. 2-10: how the ratio of employment to general population has been targeted to increase from 51.5% in 2006 to 55% in 2031.</p>  | <ol style="list-style-type: none"> <li>3. At minimum provide a rationale for how the 55% ratio of employment to general population was determined. In absence of that, conduct a comparison with other cities aiming to grow economically to determine whether a more ambitious target than this is feasible. Hamilton, for example, is attracting young entrepreneurs leaving Toronto to seek more affordable working/living accommodations.<br/><a href="https://www.youtube.com/watch?v=QKSLRbr7rGU&amp;list=UUWwjH6uRsa0TttojN8P49rw">https://www.youtube.com/watch?v=QKSLRbr7rGU&amp;list=UUWwjH6uRsa0TttojN8P49rw</a></li> </ol>  |

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| <p>Employment lands are connected to the community and region through *active transportation and public transit. Employment lands include transportation links and options that are easy to access and contribute to a sustainable, walkable and bikeable community.</p>  | 2       | <p>The Official Plan lacks specific reference to these principles of meeting the transportation needs of those working in the employment lands (Section 2.4. Employment Growth Areas.)</p>   | <p>4. Add a clause to address the transportation needs in the employment lands, such as “development in employment growth areas shall include implementation of appropriate transit services and design principles to promote walkable and bikeable options”.</p>  |
| <p>Create an employment lands vision that drives investment and growth in the *Prosperity Corridors.</p> <p>Develop and put in place a redevelopment and intensification strategy for the *Prosperity Corridors.</p> <p>Growth is being achieved in *mixed-use areas and along main roads with transit service, including *mobility hubs, downtown and uptown.</p> <p>*Mobility hubs are developed near each GO Station and in the downtown.</p> <p>Aging commercial plazas are being redeveloped and transformed into mixed-use neighbourhood areas where a mix of residential, commercial, cultural, or institutional uses is provided.</p> | 2       | <p>BG remains very concerned that the OP is overly restrictive in terms of “achieving growth in mixed-use areas and <b>along main roads...</b>” by excluding any flexibility to better address losses and gains in building the desired future city and excluding the ability to be responsive to innovative projects that can dramatically “move the needle” and be used as a model for other developers to follow. (Example: 901 Guelph Line – Emshih Development Inc.)</p> <p>The OP outlines objectives and policies to support most of these strategic priorities in the Primary and Secondary Growth Areas sections and further in Section 2.3 - the Urban Structure section. Areas of intensification/mixed use are further identified on Schedule B. Section 2.3.1 provides a good level of detail about how these areas will be approached, but in general, the commitment to implementing this in an environmentally</p> | <p>5. Re-assess major gateways to the City and areas where mixed development is being encouraged to see if there is language that can be added to encourage innovative developers to invest in model community building without jeopardizing the retention of adequate employment lands</p> <p>6. Insert brief cross-references to Chapter 8 to tie together the principles outlined in Chapter 2 to the more detailed implementation of these principles. In particular, a discussion of building footprint vs. height would offer more concrete planning guidelines to ensure that intensification meets the goals of pedestrian and cycling connections and affords sufficient room for green spaces in redevelopment projects.</p> |

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|  |                | sustainable way needs to be reinforced.   |  |
| <p>Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.</p> | <p>2 and 8</p> | <p>Several mechanisms are available to limit intensification in various parts of the plan including a zoning bylaw, tree protection requirements and development application review criteria; however:</p> <ul style="list-style-type: none"> <li>• the policy does not put a “red light” on development in Established Neighbourhoods. It can permit up to 10 times the existing built form to occur.</li> <li>• Zoning is not addressed in layman's language.</li> <li>• Policy does not identify land assemblies (buying up a group of lots and developing them as one site with higher density).</li> <li>• Permitting rezoning in low density residential areas will allow RM2 and RM3 housing which includes townhouses at 25 units per hectare.</li> </ul> <p>BG supports the policies as outlined, with the notable exception that we do not feel townhouses should be permitted in designated low density areas. As well, we advocate that maximum density in these areas should not exceed the lesser of 25 units/hectare or existing zoning.</p> | <p>7. Make revisions to the following sections, as worded:</p> <p>2.4.2.3 ESTABLISHED NEIGHBOURHOOD AREAS<br/>b) Within Established Neighbourhood Areas, the following forms of intensification shall not be permitted:</p> <ul style="list-style-type: none"> <li>• re-zoning in accordance with the current definitions of Zoning Bylaw 2020;</li> <li>• land assemblies;</li> <li>• plans of subdivision</li> <li>• removal of more trees than stipulated in 4.3.2.</li> </ul> <p>Within Established Neighbourhood Areas, the following forms of intensification may be permitted:</p> <ul style="list-style-type: none"> <li>• consents to sever, subject to policies in Chapter 12, Implementation and Interpretation, of this Plan;</li> </ul> <p>2.5.2 Development Criteria<br/>b) The following additional criteria shall be satisfied when considering a Zoning By-law Amendment or an Official Plan Amendment related to height, and or density/intensity but do not apply to Established Neighbourhoods</p> <p>8. Add the clause “except for townhouses” to Section 8.3.2.1.</p> <p>9. Add the clause “maximum density in residential low density areas should not exceed the lesser of</p> |

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|  |         | <p><b>Neighbourhood Character Areas</b><br/>We believe that maximum density in these areas should not exceed the existing zoning.</p>  | 25 units/hectare or existing zoning.   |
| <p>Burlington has a downtown that supports intensification and contains <b>green space</b> and amenities, has vibrant pedestrian-focused streets, is culturally active and is home to a mix of residents and businesses.</p>   | 2       | <p>Chapter 2 makes few specific references to green space and needs more concrete policies to address this.</p>  | 10. Add clearly stated objectives and solid policies to support the inclusion/preservation of green space, both in the downtown core and other high intensity development nodes.   |
| <p>Initiate and develop a strategy for Burlington’s rural areas. This strategy will consider economic, social, cultural and environmental factors in support of the rural community, agricultural industry, *natural heritage and water resources.</p>   | 2       | <p>Chapter 2 focuses primarily on the Natural Heritage System and Major Parks and Open Space (Section 2.3.4), but since the chapter is about growth, it would be strengthened by the inclusion of principles and policies directed at growing local agriculture.</p>   | 11. At minimum, a cross reference to the section on Agricultural System in Chapter 9 would strengthen the plan for sustainable growth in Chapter 2. The production of food locally is a key pillar in the overall sustainability of a community. |
| <p>Small businesses contribute to the creation of *complete neighbourhoods where residents are close to goods and services.</p> <p><b>*Complete Neighbourhoods:</b> Places where residents can easily access necessities such as housing, employment, food, transportation, recreation and retail.</p> | 3       | <p><b>Complete Communities</b></p> <p>The OP addresses land use in the intensification areas for new developments (or re-developments). However, the policy for existing buildings is not clear, and a clear plan for the transition period is not clearly communicated.</p> <p>Policy and supporting documents relating to the intensification area, most notably</p> | 12. Provide more clarity on the strategy for the transition period from our communities today to complete communities  |

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|  |         | the transportation plan and the mobility hubs study are not completed yet. It is not clear how they will impact the OP.         |   |
| <p>Burlington adopts an appropriate walkability score tool, using it to help make planning decisions.</p> <p><i>Note: this objective is actually listed under “A Healthy and Greener City”</i></p> | 3       | BG was disappointed to note that the OP lacks any mention of implementing the walkability score proposed in the Strategic Plan. | 13. Add appropriate policies to the OP in the “Complete Communities” and “Transportation” sections to achieve the goal of walkability, and include the adoption of a walkability score tool to measure results. |

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| <p><b>A Healthy and Greener City</b><br/>Every resident of Burlington lives within a 15 to 20-minute walk from parks or green spaces.</p>   | 3       | <p>Parkland dedication rates in the intensification area do not address the changing needs and capacity of those areas. Traditional policy and current dedication rates are not sufficient.</p> <p>The OP addresses green space in general terms, not taking in consideration the evolving needs of the City’s residents and the service levels required to serve them well.</p>  | <ol style="list-style-type: none"> <li>1. Update the City’s Parks, Recreation and Cultural Assets Master Plan to reflect the new needs of the City.</li> <li>2. Prepare a Green space Inventory and Acquisition Plan.</li> </ol>  |
| <p>The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.</p> <p>The city’s operations are net *carbon-neutral.</p> <p>The city recognizes that climate change is a significant issue and is working with community and all levels of government towards the goal of the Burlington community being *net carbon-neutral.</p> <p>The city will complete and implement a climate change adaptation plan.<br/>The city will work with community stakeholders to implement the *Community Energy Plan and achieve the goals and objectives related to energy conservation, generation and availability.</p> | 4.1     | <p><b>Environment and Sustainability</b><br/>BG is pleased to see a chapter devoted specifically to this critical pillar of creating a healthy and greener city, and that it includes strategies to enhance carbon sinks such as the Natural Heritage System, and policies that address adaptation in order to minimize our vulnerability to the unacceptable impacts of climate change; however, we believe this chapter can be more robust and that it is important to tie this component of the official plan to other, related elements such as those covered in chapters 2, 3, 6, 8, 9 and 10.</p> | <ol style="list-style-type: none"> <li>3. Strengthen linkages between policies, for instance The City’s Urban Forest Management Plan (UFMP), transportation and economic development.</li> <li>4. Add more emphasis on climate change mitigation and adaptation planning strategies.</li> </ol> |



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| <p>The trail system is being linked to the city’s park network, to neighbourhoods and to other regional systems including transit, ensuring that the city’s rural area and waterfront are easily accessible and accommodate walking and cycling.</p> <p>In the context of the *Transportation Master Plan, the city will complete a plan and put in place initiatives that create connectivity of trails, parks and streets.</p> <p>The city has a healthy, *natural heritage system that is protected, well-connected, conserved and enhanced and forms a fundamental component of the city’s urban and rural areas.</p> <p>The city will advocate that the *Cootes to Escarpment Ecopark System will be recognized, within four years, in provincial or federal legislation and will receive the appropriate funding to complete the required land assembly.</p> | 4.2     | <p><b>Natural Heritage System</b></p> <p>BG approves of the interconnection approach between The City’s Natural Heritage System (NHS) and the Natural Heritage Systems in neighbor municipalities. We also support the Environmental Impact Assessment item specifically describing the steps concerning any Key Natural Feature of the City’s Natural Heritage System; however, we feel there is a missing link between the value we place on the urban forest and its interconnectedness with natural features such as forest and valleys.</p> <p>There is no mention of how is the City planning to support the addition of lands earmarked for addition to the Cootes to Escarpment Ecopark System such as the property currently owned by Meridian Brick Works</p> | <p>5. Include the urban tree canopy as part of the natural features on the City’s Natural Heritage System.</p> <p>6. Make a stronger commitment to the Cootes to Escarpment Ecopark System and how the City plans to support its expansion.</p> |
| <p>The city’s urban forest and *tree canopy has increased and continues to thrive.</p> <p>The streetscape plans and private development will increase the city’s tree canopy.</p>  | 4.3     | <p><b>Urban Forestry</b></p> <p>BG is pleased to note the recognition of the benefits and services of the urban forest and that one of the objectives of the Urban Forestry is to ensure protection of trees both within and outside of the City’s Natural Heritage</p>   | <p>7. Emphasize tree protection in the Natural Heritage System sub-chapter.</p> <p>8. Assess the results from the implementation of the Urban Forest Management Plan and a review of any new related policy based on experience to</p>          |

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|   |            | <p>System.</p> <p>Of critical importance, however is that a Conservation Halton Watershed report card indicated the overall forest cover in our watershed is 26.4% or a grade of C (F in the urban areas). (Currently the City website indicates an average canopy cover of a lower 23%)</p> <p>The majority of large forested areas are located above the Niagara Escarpment. This coverage is lower than the 30 to 50% minimum requirement to support a sustainable environment as identified by Environment Canada. Add to that the projected loss of 10% of trees in our city as a result of Emerald Ash Borer and we argue that we need more solution-focused mechanisms in place to protect and increase our tree canopy in Burlington."</p> | <p>date (e.g. violation of tree protection agreements during construction).</p> <p>9. In order of priority, all development proposals and infrastructure projects, including City projects, should:</p> <ul style="list-style-type: none"> <li>• preserve existing healthy trees: the location of existing healthy trees <u>shall</u> be considered when establishing the location and building envelope of a proposed development;</li> <li>• Replacement and compensation planting requirements <u>shall</u> consider onsite tree removals that occurred prior to and after the submission of a development application.</li> <li>• Require the integration of trees into parking lots and other impervious areas through the implementation of Landscape Areas that are fed from surface drainage into lower elevation ground without curbs (to reduce the need to water the trees) in the Zoning By-law.</li> </ul> |
| <p>Burlington’s waterfront continues to be clean, safe and usable. The city takes a leadership position in ensuring the rehabilitation and preservation of the city’s creeks and streams.</p> <p>The city will become a leader in storm water management and low impact</p> | <p>4.4</p> | <p><b>Water Resources</b></p> <p>In general, this is a very good water resource management plan and we are pleased to see the identification of best management practices to minimize storm water volumes and contaminant loads from both urban and rural uses,</p>  | <p>10. While we understand that the plan must be read as a whole, we feel the Water Resources sub-chapter could benefit from linkages with effective forest and wetlands management as well as the Urban forest management plan.</p>  |

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| development.   |         | and that watershed plans will be used in the preparation of land use policies in the City;  |  |
| Appropriately addressing contaminated sites supports the achievement of a healthy and greener city | 4.7     | <p><b>Contaminated Sites</b></p> <p>Overall, we feel this part of the OP is well developed, but that it could benefit from a few additional elements.</p> <p>We noticed that there is no reference to any definitive mapped inventory of known brownfield sites, and believe that such an inventory would provide a useful context and framework for policy implementation.</p> <p>BG agrees with the policy's intent to require developers to clean up contaminated sites before they can develop them. We believe a policy is also needed to deal with remediation of contaminated sites that will never be developed or redeveloped. For example, what if the contaminated site is protected from development due to its status as a Natural Heritage Area or it is in a flood plain? For example, the OP does NOT have a policy for cleaning up <a href="#">a site in the Sheldon Creek flood plain which is owned by a developer (Paletta)</a>. There need to be requirements for such sites to be tested and if contaminated,</p> | <p>11. Include a mapped inventory of brownfield sites in the OP.</p> <p>12. Include objectives and policies to test and, where necessary, remediate sites within Natural Heritage Areas or flood plains that have evidence of potential contamination.</p> |

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|   |         | cleaned up.   |  |
| Appropriately addressing former waste disposal sites supports the achievement of a healthy and greener city   | 4.8     | <p><b>Former Waste Disposal Sites</b></p> <p>BG fully supports the policies designed to ensure former waste disposal sites have been satisfactorily remediated prior to any development occurring on said sites; however, we believe that policies are also needed to ensure adequate access to this sites is maintained if and when development is approved in the areas immediately surrounding/adjacent to these sites to ensure that any future remediation that may be identified can be carried out.</p>  | 13. Include a policy to ensure adequate (e.g. heavy equipment) vehicular access to former waste disposal sites in the event of development encircling the site, so that future site remediation, if required, is possible.   |
| <p>Burlington increases the availability of community garden plots so that residents may grow their own fresh and healthy food.</p> <p>The city, working with the community, will lead the development of 10 or more self-sustaining community gardens by 2018.</p> | 4.9     | <p><b>Community Gardens and Urban Agriculture</b></p> <p>BG and the Halton Food Council are pleased to see the inclusion of a chapter that addresses Community Gardens and Urban Agriculture in the OP, and policies that support and promote community gardens, urban agriculture and farmers' markets. We are happy to see a goal of one garden per 2,500 households, the intention to prepare and adopt community garden guidelines and develop an urban agriculture strategy as well as review Zoning By-laws to support community gardens, urban agriculture</p> | <p>14. The definition of urban agriculture is limiting as to what can be involved. Animal agriculture should not be excluded. At a minimum it should include aquaponics, garden chickens, and bees.</p> <p>15. Include access to food in the definition of a complete community and create a section in Chapter 3 to address it, or at minimum, a cross-reference to section 4.9.</p> <p>16. Allow temporary, permanent and pop-up farmers' markets on residential, institutional lands and in underserved areas, and modify definition of farmers' market to "one to multiple vendors" to allow for pop up markets.</p> |

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|  |            | <p>and farmers, markets, and that the City will encourage edible landscapes in the review of development proposals.</p> <p>We do feel, though, that the OP can be strengthened in terms of supporting urban agriculture. On September 24, 2012 the City of Burlington endorsed the <a href="#">Halton Food Charter</a>. The OP should make reference to this, and include broader policies and definitions of acceptable urban agriculture to support the Charter. We take the position outlined in the following documents which afford examples of best practices:</p> <p><a href="#">Halton Food Council Community Garden Policy Scan</a></p> <p><a href="#">Edmonton’s Food and Urban Agriculture Strategy</a></p> |  |
| <p>The city supports Halton Region’s rural strategy, including support for growing food locally.</p> | <p>4.9</p> | <p><b>Agriculture</b></p> <p>We are concerned that the Official Plan is devoid of any statement that supports local food in order to enable Halton to develop a reliable supply of local foods. Supporting the development of a local food system supports local economies, reduces the impact of the food production and distribution system on the natural environment, increases food safety, and contributes to the overall</p>  | <p>17. Include objectives and policies to support local food production to promote the local economy, support farmers, and reduce Burlington’s carbon footprint. Examples of how other municipalities have included this critical component into their planning are:</p> <p><a href="#">Durham Official Plan</a></p> <p><a href="#">Ajax Official Plan</a></p> |

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|   |                | <p>resiliency and sustainability of the food supply. A stronger link should be made between the importance of protecting prime agricultural lands and facilitating long-term food production and local food security. We again refer to the <a href="#">Halton Food Charter</a>.</p>   |   |
| <p>The city will explore opportunities to support the conversion of former local quarries into recreational areas. These will maintain the objectives contained within the Niagara Escarpment Plan and Halton Region Official Plan.</p> | <p>4</p>       | <p><b>Mineral Aggregate Resources</b><br/>Although section 4.10.1(b) references the objective of ensuring rehabilitation to an appropriate after use, it is not clear if that objective is only applicable to new or expanded quarries or to all quarries, including those already licensed and in operation or those that have ceased operation.</p>  | <p>18. Amend the Mineral and Aggregate Resources section to clarify what objectives/policies apply to new/expanded quarries and those that are already licensed/closed.</p>   |
| <p>The city reinforces its strong position in protecting the existing urban-rural boundary.</p>   | <p>8 and 9</p> | <p><b>National Heritage System and Parks Land Use Policies – Rural</b></p> <p>In general, BG supports the OP’s objectives and policies in these chapters. We have a few recommendations to strengthen the plan’s environmental stewardship, primarily with respect to the Natural Heritage System.</p> <p>The Green System depicts the network of green spaces that runs through the City’s Urban Area, Rural Area and North Aldershot. The Green System is a critical</p> | <p>19. Add a specific natural corridors section or references to this use in CHAPTER 8 LAND USE POLICIES - URBAN AREA and CHAPTER 9 LAND USE POLICIES - RURAL AREA. The natural corridor land use links Green Belt and Niagara Escarpment Natural Heritage Systems to each other and Lake Ontario.</p> <p>20. Add a section regarding the protection of spawning areas, dens and nests from human disturbance, if they are located within the natural heritage system and don't interfere with existing</p> |

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|  |         | <p>component of a healthy and environmentally sustainable City. It includes natural areas and buffers; natural corridors, linkages and enhancement areas; parklands, including Regional Waterfront Parks; and public and private open spaces. In the Rural Area, agriculture is considered to be a compatible and complementary use in much of the Green System. Natural corridors aren't just important in rural areas but also in urban areas. They cross urban and rural areas and overlap hazardous lands (areas prone to flooding that can't be developed), parks, railway corridors, utility corridors and highway transportation corridors, and are habitats for wildlife and many plant species, including some that are endangered (there are 32 endangered species in Halton).</p> | <p>human activities. The goal should be to protect, preserve, restore and enhance the productivity and biodiversity within the city's natural heritage system.</p> <ol style="list-style-type: none"> <li>21. Encourage habitat protection for endangered species in all land uses, including urban parks, and areas zoned for residential, commercial and industrial use.</li> <li>22. Include natural corridor improvements and enhancements such as wildlife bridges and tunnels to cross major roads and railways to reduce collision risk and level of human disturbance.</li> </ol> |

| Strategic Plan: A City That Moves  | Chapter | Official Plan: Comments   |
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| <p><b>A City That Moves</b></p> <p>People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.</p>  | 6       | <p>Infrastructure, Transportation and Utilities</p>   |
| <p>Public transportation systems will have efficient, greener, convenient and usable transportation options including consideration of evolving technologies within the city and the broader region.</p>   | 6       | <p>The OP addresses most of the issues raised in the Strategic Plan related to transportation and BG looks forward to seeing more detail in this regard in the Transportation Plan.</p>   |
| <p>Mobility hubs are being developed and supported by intensification and *built forms that allow walkable neighbourhoods to develop. *Metrolinx will have worked with the city to ensure the creation of hubs aligns with intensification and built form objectives.</p> <p>The city will prepare master plans along with implementation strategies for each mobility hub. These plans will consider urban design, land use, servicing, public transportation, parking and parks and open space needs. The city will work with *Metrolinx to create hubs that align with intensification and objectives.</p>  | 2,3,6   | <p>BG particularly supports the development of a robust public transit system as a key strategy in reducing Burlington’s carbon emissions. We are therefore disappointed that there appears to be a major disconnect between what the OP is saying and the reality of our public transit funding. Burlington contributes the lowest per-capita amount for transit of any comparably-sized city in the province. The same figures showed that while ridership is steady or increasing in most GTHA communities, Burlington’s fell by more than 15% over the three years following major cuts to the system in 2012-13.</p> |
| <p>*Complete Streets vision is put in place through a co-ordinated plan, which will include on-road and off-road bike lanes, sidewalks, multi-use paths and trails and a public transit system that are all well-connected throughout the city.</p>  | 3,6     |   |
| <p>Employment areas are well-served by public transportation and riders can access the regional and provincial transportation network.</p>   | 2,6     |   |
| <p>All levels of government work together to create a transportation experience that offers convenient and timely connections between municipalities.</p> <p>The city will work with *Metrolinx, Halton Region and the province to find multi-modal, flexible and affordable solutions to accommodate the projected traffic generation from growing *employment lands.</p> <p>The city will shift a greater proportion of inbound and outbound traffic to public transportation and prepare a long-term strategy to support the growth of public transportation.</p> <p>Burlington Transit will work with neighbouring jurisdictions to promote seamless transportation service delivery in and out of Burlington.</p> | 6       |   |



| Strategic Plan: A City That Moves   | Chapter | Official Plan: Comments |
|---|---------|-------------------------|
| <p>As the city grows, light rail and bus rapid transit systems will be evaluated.</p> <p>The city works with Halton Region and the province to address the issues of vehicle traffic that cuts through the city.</p>  |         |                         |
| <p>*Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so that people rely less on automobiles.</p> <p>Future development in key mixed nodes will be higher density, walkable, accessible and well-served by public transportation. The city will become a leader in walkability in the province and will be fully aligned with provincial strategy and goals.</p> <p>Future development in higher densities will consider car-share and bike-share options.</p> | 3,6     |                         |
| <p>Rural areas of Burlington are connected to the city and are part of transportation planning and investment considerations.</p>   | 6       |                         |