

Amendment No. 48
to THE REGIONAL PLAN
Official Plan for the Halton Planning Area
Regional Municipality of Halton

An Amendment to Define a
Regional Urban Structure

July 2021

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THE CONSTITUTIONAL STATEMENT

Part A, The Preamble, does not constitute part of this Amendment.

Part B, The Amendment, consisting of 96 items, constitutes Amendment No. 48 to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton. The title of Amendment No. 48 is “An Amendment to Define a Regional Urban Structure”.

Part C, The Appendices, does not constitute part of this Amendment.

PART A THE PREAMBLE

Purpose

The purpose of this Amendment is to implement components of the Regional Urban Structure, which establishes a hierarchy of strategic growth areas in the Regional Official Plan. The Region is required to identify these components to achieve conformity to the Growth Plan, 2019 has done so in a manner that:

- Advances local plans and priorities that are of strategic importance to the Region and will ultimately contribute to the successful implementation of the Region's Integrated Growth Management Strategy (IGMS), while the IGMS remains in progress, and,
- Does not preclude the outcome of pending decisions by the Region, through the IGMS, with respect to the allocation of population and employment growth to the 2051 planning horizon, to the Local Municipalities, and in particular, a decision on any expansion of the Urban Area (currently based upon a 2031 planning horizon), which may be required.

Location

The area to which this Amendment applies is all lands within the Urban Area as identified on Map 1 of the Regional Official Plan.

Basis

In a letter dated November 12, 2019, regarding Provincial changes to the land use planning system, the Minister of Municipal Affairs and Housing advised that municipalities may choose to use a phased approach, which includes more than one official plan amendment, to complete their municipal comprehensive review.

In September 2020, through Report LPS84-20, Regional Council directed that an initial Regional Official Plan Amendment be prepared to advance select local municipal planning priorities related to urban structure. The local municipal planning priorities to be considered included boundary and policy changes to Urban Growth Centres, delineation and assignment of density targets for Major Transit Station Areas, identification of additional growth nodes with a corresponding policy framework and strategic employment conversions.

In response to advancing local plans and priorities related to the Regional Urban Structure, this Amendment identifies the non-discretionary components of the Regional Urban Structure that the Region is required to identify to achieve conformity to the Growth Plan, 2019.

The contents of this amendment do not compromise the ability of Regional Council to comprehensively and objectively evaluate the full range of growth concepts associated with the IGMS and a subsequent Regional Official Plan Amendment.

Contents of Regional Official Plan Amendment No. 48

This Amendment defines a Regional Urban Structure by establishing a hierarchy of Strategic Growth Areas in the Regional Official Plan based on local plans and priorities that have been supported by studies and initiatives undertaken by the local municipalities. The Amendment is comprised of the following:

- *Urban Growth Centres (UGC)* – Confirm the boundaries of the Urban Growth Centres including Burlington, Milton and Midtown Oakville and minor policy changes to achieve conformity with the Growth Plan, 2019;
- *Major Transit Station Areas (MTSA)* – Provides defined boundaries for all Major Transit Station Areas, density targets and policy changes in conformity with the Growth Plan, 2019 and a policy framework to identify the stations as Protected MTSA's to meet the legislative requirements under Section 16(16) of the Planning Act. The Downtown Burlington MTSA is removed and a policy framework is included for proposed Major Transit Station Areas;
- *Regional Nodes* – Provides for the identification of additional Regionally significant Strategic Growth Areas, already recognized in Local Municipal Official Plans or Council endorsed urban structures, and a corresponding policy framework;
- *Employment Area Conversions* – Provides an initial set of strategic employment land conversions which meet the criteria identified by the Region in conformity with the Provincial Growth Plan and which support the Regional Urban Structure, Local Urban Structure, and the implementation of local municipal plans and priorities related to growth and intensification;
- *Mapping Updates* - Provides mapping updates including a new Map 1H that establishes the Regional Urban Structure, Map 6 that delineates the boundaries of the MTSA's and updates to Map 1, 1C and 3 to reflect the Regional Urban Structure.

PART B THE AMENDMENT

Introductory Statement

All of this part constitutes Amendment No. 48 to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton.

Details of the Amendment

The Amendment consists of 96 items.

The Regional Plan is amended as follows:

- Items 1 through 90 (changes to text and tables)

Specified sections of the Plan are amended as per Table A of this Amendment.

- Items 91 through 96 (changes to and addition of maps)

Specified maps of the Plan are amended as per Table A of this Amendment and as shown on Attachments 1 through 5.

Notice of Statutory Public Meeting

A copy of the notice of the Statutory Public Meeting held on June 16, 2021 is provided for reference as Appendix 1.

Track Changes to Draft ROPA 48

For the convenience of the reader, the changes to Draft ROPA 48 reflected in this documents are shown in “track changes” in a document presented as Appendix 2. In the event of a conflict between the details of ROPA 48, as described under Part B of this Amendment and the document in Appendix 2, the former shall prevail.

Excerpts of a Draft Consolidation of the Regional Plan & ROPA 48

For the convenience of the reader, the effect of ROPA 48 on the Regional Plan is shown in a document that includes the Parts of the Regional Plan proposed to be amended. This document shows the revisions, additions and deletions introduced by ROPA 48 in “track changes” and is presented as Appendix 3. In the event of conflict between the details of ROPA 48, as described under Part B of this Amendment and the document in Appendix 3, the former shall prevail.

Table A

Item	Section Number	Details of the Amendment
1	26	Is amended by deleting the reference to “2034” and replacing it with a reference to “2051”.
2	34	Is amended to read as follows: “For certain physical elements of this Plan for which incremental decision-making is practical and desirable, e.g. population <u>and employment</u> forecasts and <u>the supply of land within settlement areas</u> urban envelopes , the planning horizon is the year 2034 <u>2051</u> .”
3	35	Is amended to read as follows: “For other more durable elements, <u>such as the agricultural and natural heritage systems, and Strategic Growth Areas</u> , and the planning vision of this Plan, the horizon is far beyond the year 2034 <u>2051</u> .”
4	44	Is amended to read as follows: “The <i>Region's</i> primary role is to provide broad <i>policy</i> directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, <i>solid waste</i> management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities. The structuring of communities and neighbourhoods and the internal configuration <u>Local Urban Structure</u> of each of the Local Municipalities, for instance, are the responsibilities of the <u>Local</u> Municipalities as long as the overall planning vision for <i>Halton</i> and <i>policies</i> of this Plan, <u>including the Regional Urban Structure</u> , are adhered to.”
5	48	Is amended by deleting the reference to Intensification Areas and replacing it with a reference to “ <u>Strategic Growth Areas</u> .”
6	50.2(1)	Is amended to read as follows: “ <i>Settlement Areas</i> , consisting of the Urban Area <u>and its Regional Urban Structure as shown on Map 1H</u> , <i>Hamlets</i> and <i>Rural Clusters</i> , as shown on Maps 1E and 1G,”
7	51.1	Is amended to read as follows: “Boundaries of the following specific areas are also outlined on Map 1, to provide information and assist in the application of <i>policies</i> : <ul style="list-style-type: none"> (1) Niagara Escarpment Plan Area, as defined in the Niagara Escarpment Plan, (2) Parkway Belt West Plan Area, as defined in the Parkway Belt West Plan, <u>and</u> (3) Greenbelt Plan Protected Countryside Area, as defined in the Greenbelt

Item	Section Number	Details of the Amendment
		<p>Plan, and (4) Built-Up Area, generally based on the report Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006 (2008).”</p>
8	51.3 [New]	<p>A new Section 51.3 is added to read as follows:</p> <p><u>“Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:</u></p> <p><u>(1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.2 of this Plan and which are identified below and shown on Map 1H:</u></p> <p><u>a) Urban Growth Centres;</u> <u>b) Major Transit Station Areas;</u> <u>c) Proposed Major Transit Stations;</u> <u>d) Primary Regional Nodes;</u> <u>e) Secondary Regional Nodes; and,</u> <u>f) Regional Corridors</u></p> <p><u>The detailed boundaries of Urban Growth Centres and Major Transit Station Areas are identified on Map 6.</u></p> <p><u>(2) Regional Employment Areas that are subject to policies and/or conditions for development as described in Section 83 to 83.2 of this Plan and which are shown on Map 1H.</u></p> <p><u>(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan. ”</u></p>
9	52	<p>Is amended to read as follows:</p> <p>“The boundaries of the land use designations, specific areas and constraint areas, as described under Sections 51, 51.1, and 51.2 <u>and 51.3</u> and as shown on Map 1 and Maps 1B through 1G <u>1H</u>, are to be interpreted as follows:...”</p>
10	55	<p>Is amended to read as follows:</p> <p>The Regional Structure is accompanied by a growth strategy for <i>Halton</i> based on the distribution of population and employment for the planning horizon year of 2031 <u>for the planning horizon year of 2051 through the municipal comprehensive review</u>, and in accordance with the Regional phasing outlined on Map 5, as well as by other <i>infrastructure</i> elements such as transportation systems and <i>urban services</i> and other <i>policies</i> of this Plan.</p>
11	55.3 [New]	<p>A new Section 55.3 is added to read as follows:</p>

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		<p><u>“The Regional Structure also sets out targets that apply to <i>Strategic Growth Areas</i> as contained in Table 2b, including:</u></p> <p>a) <u>specific minimum density targets, planned to be achieved by 2031 or earlier for <i>Urban Growth Centres</i> and beyond the 2051 planning horizon of this Plan for other <i>Strategic Growth Areas</i>; and</u></p> <p>b) <u>general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.</u></p> <p><u>The general targets for an overall proportion of residents and jobs in <i>Strategic Growth Areas</i> may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region’s growth strategy.”</u></p>																																																
12	Table 1	<p>Is amended to read as follows:</p> <p>Table 1 POPULATION AND EMPLOYMENT DISTRIBUTION</p> <table border="1" data-bbox="505 858 1451 1226"> <thead> <tr> <th rowspan="2">Municipality</th> <th colspan="3">Population</th> <th colspan="3">Employment</th> </tr> <tr> <th>2016</th> <th>2031</th> <th>2051</th> <th>2016</th> <th>2031</th> <th>2051</th> </tr> </thead> <tbody> <tr> <td>Burlington</td> <td>189,000</td> <td>193,000</td> <td>*</td> <td>98,000</td> <td>106,000</td> <td>*</td> </tr> <tr> <td>Oakville</td> <td>200,000</td> <td>255,000</td> <td>*</td> <td>103,000</td> <td>127,000</td> <td>*</td> </tr> <tr> <td>Milton</td> <td>113,000</td> <td>238,000</td> <td>*</td> <td>39,000</td> <td>114,000</td> <td>*</td> </tr> <tr> <td>Halton Hills</td> <td>63,000</td> <td>94,000</td> <td>*</td> <td>23,000</td> <td>43,000</td> <td>*</td> </tr> <tr> <td>Halton Region</td> <td>565,000</td> <td>780,000</td> <td><u>1,100,000</u></td> <td>263,000</td> <td>390,000</td> <td><u>500,000</u></td> </tr> </tbody> </table> <p><u>* The population and employment forecasts and plan horizon of 2031 contained in Table 1 will apply to all planning matters in Halton Region, including lower-tier planning matters until Halton Region has distributed the 2051 population and employment to the Local Municipalities, to replace the 2031 forecasts and to be determined through the <i>municipal comprehensive review</i>.</u></p>	Municipality	Population			Employment			2016	2031	2051	2016	2031	2051	Burlington	189,000	193,000	*	98,000	106,000	*	Oakville	200,000	255,000	*	103,000	127,000	*	Milton	113,000	238,000	*	39,000	114,000	*	Halton Hills	63,000	94,000	*	23,000	43,000	*	Halton Region	565,000	780,000	<u>1,100,000</u>	263,000	390,000	<u>500,000</u>
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13	Table 2b [New]	<p>A new Table 2b is added to read as follows:</p> <p><u>Table 2b Strategic Growth Area Targets</u></p> <table border="1" data-bbox="505 1560 1451 1877"> <thead> <tr> <th rowspan="2"><u>Strategic Growth Area</u></th> <th rowspan="2"><u>Minimum Density Target * (Residents and Jobs Combined Per Hectare)</u></th> <th colspan="2"><u>General Target Proportion of Residents & Jobs **</u></th> </tr> <tr> <th><u>Residents</u></th> <th><u>Jobs</u></th> </tr> </thead> <tbody> <tr> <td colspan="4"><u><i>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</i></u></td> </tr> <tr> <td><u>Midtown Oakville / Oakville GO</u></td> <td><u>200</u></td> <td><u>~65%</u></td> <td><u>~35%</u></td> </tr> <tr> <td><u>Downtown Burlington / Burlington GO</u></td> <td><u>200</u></td> <td><u>~65%</u></td> <td><u>~35%</u></td> </tr> </tbody> </table>	<u>Strategic Growth Area</u>	<u>Minimum Density Target * (Residents and Jobs Combined Per Hectare)</u>	<u>General Target Proportion of Residents & Jobs **</u>		<u>Residents</u>	<u>Jobs</u>	<u><i>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</i></u>				<u>Midtown Oakville / Oakville GO</u>	<u>200</u>	<u>~65%</u>	<u>~35%</u>	<u>Downtown Burlington / Burlington GO</u>	<u>200</u>	<u>~65%</u>	<u>~35%</u>																														
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14	61(1)	<p data-bbox="505 1409 862 1436">Is amended to read as follows:</p> <p data-bbox="505 1472 1448 1556">“shall be consistent with <i>objectives</i> and <i>policies</i> relating to areas of constraint as shown on Map 1 or Maps 1B through 1G, <u>and the <i>objectives and policies relating to the Regional Urban Structure as shown on Map 1H</i>;</u>”</p>																																																												
15	72 [Title]	<p data-bbox="505 1591 862 1619">Is amended to read as follows:</p> <p data-bbox="505 1654 1105 1682"><u>“Urban Area <i>and the Regional Urban Structure</i>”</u></p>																																																												
16	72 [New]	<p data-bbox="505 1717 1040 1745">A new Section 72 is added to read as follows:</p> <p data-bbox="505 1780 1448 1864"><u>“The <i>goal</i> of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters <i>complete communities</i>, enhances mobility across <i>Halton</i>, addresses climate change, and improves housing affordability,</u></p>																																																												

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		<u>sustainability and economic prosperity.”</u>
17	72.1 [Renumbered]	Is amended by renumbering Section 72 to Section <u>72.1</u> .
18	72.1(6)	Is amended to read as follows: “To identify an urban structure <u>a Regional Urban Structure</u> that supports the development of Intensification Areas <u>directs growth to Strategic Growth Areas and protects Regional Employment Areas.</u> ”
19	74	Is amended to read as follows: “The Urban Area consists of areas so designated on Map 1 where <i>urban services</i> are or will be made available to accommodate existing and future urban <i>development</i> and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as an overlays on top of the Urban Area, for which specific policies apply. ”
20	75	Is amended to read as follows: “The Urban Area is planned to accommodate the distribution of population and employment for the <i>Region</i> and the four Local Municipalities as shown in Table 1, and , the Regional phasing as shown in Table 2a, <u>and the targets for Strategic Growth Areas as shown in Table 2b.</u> ”
21	77(2.2)d)[i]	Is amended to read as follows: “an evaluation of the performance and success of the <i>intensification</i> measures and <i>policies</i> in Section 84 <u>79.3</u> ; and”
22	77(22) [New]	A new Section 77(22) is added to read as follows: “ <u>Require the Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.</u> ”
23	77.1 [Relocated]	Is amended by relocating Sections 77.1 – 77.4 to a new Section <u>83</u> .
24	78 [Title]	A new Section title is added to read as follows: “ <u>Regional Urban Structure</u> ”
25	78 [New]	A new Section 78 is added to read as follows: “ <u>Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton’s planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.</u> ”

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		<p><u>The Regional Urban Structure consists of the following structural components:</u></p> <ul style="list-style-type: none"> <u>(1) Strategic Growth Areas;</u> <u>(2) Regional Employment Areas</u> <u>(3) Built-Up Areas; and</u> <u>(4) Designated Greenfield Areas.”</u>
26	78.1 [New]	<p>A new Section 78.1 is added to read as follows:</p> <p><u>“The objectives of the Regional Urban Structure are:</u></p> <ul style="list-style-type: none"> <u>(1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;</u> <u>(2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;</u> <u>(3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;</u> <u>(4) To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.”</u>
27	79 [Title]	<p>Is amended to read as follows:</p> <p><u>“Intensification Areas Strategic Growth Areas”</u></p>
28	79 [Renumbered]	<p>Is amended by renumbering Section 78 to Section 79 and is further amended to read as follows:</p> <p>“The objectives of the Intensification Areas <u>Strategic Growth Areas</u> are:”</p>
29	79(1)	<p>Is amended to read as follows:</p> <p>“To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable <u>in order to promote the development of complete communities.</u>”</p>
30	79(7)	<p>Is amended to read as follows:</p> <p>“To provide high quality public parks and open spaces with site design and</p>

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		urban design standards that create attractive and vibrant places <u>to promote the development of complete communities.</u> "
31	79(10.1) [New]	A new Section 79(10.1) is added to read as follows: <u>"To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas."</u>
32	79(11)	Is amended to read as follows: <u>"For Regional Corridors, Major Transit Station Areas and Intensification Corridors:</u> a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit <i>infrastructure</i> and service. b) To achieve a mix of residential, office, institutional and commercial <i>development</i> , where appropriate. c) For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles. d) For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses."
33	79	Is amended by deleting the existing Section 79 and the words " [Section number not in use.] " as a result of the renumbering above.
34	79.1 [Renumbered]	Is amended by renumbering Section 80 to Section 79.1 and is further amended to read as follows: <u>"Intensification Areas, Strategic Growth Areas are parts of integral to the Regional Urban Structure within the Urban Area and consist of:</u> (1) <i>Urban Growth Centres, as delineated shown</i> as an overlay of on top of the Urban Area on <u>Map 4, Map 1H and Map 6</u> , subject to specific <i>policies in Section 80.1</i> , in addition to those for <u>Intensification Areas, Strategic Growth Areas</u> , (2) <i>Major Transit Station Areas (including Metrolinx-designated Mobility Hubs) as identified delineated on</i> <u>Map 4, Map 1H and Map 6</u> and <u>identified by symbol on</u> Map 3 <u>and/or in Local Official Plans</u> , which generally, consist of areas within 500 m <u>to 800m</u> of the Major Transit Station, <u>subject to specific policies in Section 81, in addition to those for Strategic Growth Areas</u> , (3) <u>Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public</u>

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		<p><u>transit,</u></p> <p>(34) Intensification Corridors <u>Regional Corridors</u> as shown on Map 1H and as identified in Local Official Plans, which consists of areas along <i>Higher Order Transit Corridors</i> and selected <i>Arterial Roads</i> within Urban Areas, as shown on Map 3, <u>and</u></p> <p>(45) Mixed Use <u>Local Nodes</u> as identified in Local Official Plans, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.”</p>
35	79.2 [New]	<p>A new Section 79.2 is added to read as follows:</p> <p><u>“The Regional Urban Structure contains a hierarchy of <i>Strategic Growth Areas</i> as delineated or identified by symbol on Map 1H:</u></p> <p><u>(1) <i>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</i></u></p> <p><u>(2) <i>Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</i></u></p> <p><u>(3) <i>Major Transit Station Areas on a Priority Transit Corridor;</i></u></p> <p><u>(4) <i>Major Transit Station Areas on a Commuter Rail Corridor;</i></u></p> <p><u>(5) <i>Primary Regional Nodes;</i></u></p> <p><u>(6) <i>Secondary Regional Nodes; and,</i></u></p> <p><u>(7) <i>Regional Corridors.</i></u></p> <p><u>The Regional Urban Structure is supported by the <i>Local Urban Structures</i> identified in Local Official Plans which reflect this hierarchy of <i>Strategic Growth Areas</i> and may include additional <i>Local Nodes.</i>”</u></p>
36	79.3 [Renumbered]	Is amended by renumbering Section 84 to Section 79.3 .
37	79.3(1) [Renumbered]	<p>Is amended to read as follows:</p> <p><u>“Direct <i>development</i> with higher densities and mixed uses to Intensification Areas <u><i>Strategic Growth Areas</i></u> in accordance with the hierarchy identified in <u>Section 79.2 of this Plan.</u>”</u></p>
38	79.3(2) [Renumbered]	<p>Is amended to read as follows:</p> <p><u>“Require Local Official Plans to identify Intensification Areas <u><i>Strategic Growth Areas</i></u> with detailed boundaries in accordance with the <i>objectives</i> and <i>policies</i> of this Plan, <u>and for <i>Urban Growth Centres</i> and <i>Major Transit Station Areas</i>, in accordance with the boundaries as delineated on Map 1H and Map 6.</u>”</u></p>
39	79.3(3) [Renumbered]	<p>Is amended to read as follows:</p> <p><u>“Require the Local Municipalities to prepare detailed official plan <i>policies</i> or an</u></p>

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		<p><i>Area-Specific Plan</i> for the development of a new Intensification Areas <u>Strategic Growth Area</u> or the redevelopment of an existing Intensification Areas <u>Strategic Growth Area</u>, in accordance with Sections 48 and 77(5) <u>or for a Major Transit Station Area, in accordance within Section 81.2(4)</u> of this Plan. The provisions for Intensification Areas <u>Strategic Growth Areas</u> may be incorporated as part of a larger community plan.”</p>
40	79.3(4) [Renumbered]	<p>Is amended to read as follows:</p> <p>“Require <i>Area-Specific Plans</i> or <i>policies</i> for Intensification Areas <u>Strategic Growth Areas</u> to include:</p> <ul style="list-style-type: none"> a) a transportation network designed to integrate <i>active transportation</i>, local transit services and inter-municipal/inter-regional <i>higher order transit</i> services; and b) urban design guidelines to promote <i>active transportation</i> and transit-supportive land uses in accordance with Regional standards under Section 79.3(5) <u>81(5)</u>.”
41	79.3(5) [Renumbered]	<p>Is amended by deleting the reference to “Intensification Areas” and replacing it with a reference to “<u>Strategic Growth Areas</u>”.</p>
42	79.3(6) [Renumbered]	<p>Is amended by deleting the reference to “Intensification Areas” and replacing it with a reference to “<u>Strategic Growth Areas</u>”.</p>
43	79.3(7) [Renumbered]	<p>Is amended to read as follows:</p> <p>“Require the Local Municipalities to:</p> <ul style="list-style-type: none"> a) include Official Plan <i>policies</i> and adopt Zoning By-laws to meet <i>intensification</i> and mixed-use <i>objectives</i> for Intensification Areas <u>Strategic Growth Areas</u>; b) prescribe in Official Plans and Zoning By-laws minimum <i>development densities</i> for lands within Intensification Areas <u>Strategic Growth Areas in accordance with Table 2b, where applicable</u>; c) prohibit site-specific Official Plan or Zoning By-law amendments to reduce reductions to development density within an Intensification Area <u>a Strategic Growth Area</u> unless it is part of a municipal comprehensive review <u>review</u> of the Local <u>Local</u> Official Plan or a review of the <i>Area-Specific Plan</i> for the Intensification Areas <u>Strategic Growth Areas and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b</u>; and d) promote <i>development densities</i> that will support existing and planned transit services.”
44	79.3(7.1) [Renumbered]	<p>Is amended to read as follows:</p> <p>“Encourage the Local Municipalities to implement a development permit system <u>Community Planning Permit System</u> under the Planning Act for <i>development</i></p>

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		approvals within Intensification Areas <u>Strategic Growth Areas</u> and in which case, require that such a system be consistent with <i>policies</i> of this Plan.”
45	79.3(7.2) [Renumbered]	Is amended to read as follows: “Consider <i>intensification</i> and development of Intensification Areas <u>Strategic Growth Areas</u> as the highest priority of urban <i>development</i> within the <i>Region</i> and implement programs and incentives, including Community Improvement Plans, <u>Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas</u> under the Planning Act, to promote and support <i>intensification</i> <u>and further the development of Affordable Housing.</u> ”
46	79.3(7.3) [Renumbered]	Is amended to read as follows: “Ensure that Intensification Areas <u>Strategic Growth Areas</u> are development-ready by: a) making available at the earliest opportunity water, waste water and transportation service capacities to support the <i>development densities</i> prescribed for Intensification Areas <u>Strategic Growth Areas</u> ; and b) requiring Local Municipalities to adopt the Zoning By-laws under Section 81(7) <u>79.3(7)</u> , or equivalent Official Plan <i>policies</i> having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Intensification Areas <u>Strategic Growth Areas.</u> ”
47	79.3(8) [Renumbered]	Is amended by deleting the reference to “ Intensification Areas ” and replacing it with reference to “ <u>Strategic Growth Areas</u> ”.
48	79.3(9) [Renumbered]	Is amended by deleting the reference to “ Intensification Areas ” and replacing it with reference to “ <u>Strategic Growth Areas</u> ”.
49	79.3(10) [Renumbered]	Is amended by deleting the reference to “ Intensification Areas ” and replacing it with reference to “ <u>Strategic Growth Areas</u> ”.
50	79.3(10.1) [Renumbered]	Is amended to read as follows: “Require the Local Municipalities to direct <i>major office</i> , retail and appropriate major institutional development to <i>Urban Growth Centres, Major Transit Station Areas</i> (including Metrolinx designated Mobility Hubs) , areas with existing <u>frequent transit</u> services, or existing or planned <i>higher order transit</i> services.”
51	79.3(11) [Renumbered]	Is amended by deleting the reference to “ Intensification Areas ” and replacing it with a reference to “ <u>Strategic Growth Areas</u> ”.
52	79.3(12) [New]	A new Section 79.3(12) is added to read as follows: <u>“Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas, by:</u>

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		<p><u>a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and, to minimize risk to public health and safety, in accordance with Provincial and Regional guidelines, standards and procedures; and,-</u></p> <p><u>b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial and Regional guidelines, standards and procedures:</u></p> <p><u>[i] there is an identified need for the proposed use;</u></p> <p><u>[ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</u></p> <p><u>[iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and</u></p> <p><u>[iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated.”</u></p>
53	79.3(13) [New]	<p>A new Section 79.3(13) is added to read as follows:</p> <p><u>“Require Local Municipalities to plan for employment uses within Strategic Growth Areas by:</u></p> <p><u>a) establishing development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site;</u></p> <p><u>b) implementing policies and development criteria that support planning to achieve over the long-term, where applicable, a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan;</u></p> <p><u>c) utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support, the development of employment uses; and</u></p> <p><u>d) monitoring on a regular basis and in conjunction with the Region, residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b and/or an Area-Specific Plan, and, if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable Area-Specific Plan.”</u></p>
54	79.3(14)	A new Section 79.3(14) is added to read as follows:

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	[New]	<p><u>“Only permit the addition of new Strategic Growth Areas to the Regional Urban Structure through a municipal comprehensive review of this Plan.”</u></p>
55	79.3(15) [New]	<p>A new Section 79.3(15) is added to read as follows:</p> <p><u>“Only permit the addition of new Local Nodes to a Local Urban Structure, if initiated by the Local Municipality through a review of a Local Official Plan.”</u></p>
56	80 [Renumbered]	<p>Is amended by renumbering Section 81.4 to Section 80 and is further amended to read as follows:</p> <p><u>“The objectives of the Urban Growth Centres, as shown delineated on Map 1 Map 1H, are:</u></p> <ol style="list-style-type: none"> <li data-bbox="548 783 1417 873">(1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses; <li data-bbox="548 888 1406 978">(2) To accommodate and support major transit infrastructure <u>the transit network at the regional scale and provide connection points for inter- and intra-regional transit;</u> <li data-bbox="548 993 1411 1083">(3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; <u>and</u> <li data-bbox="548 1098 1414 1188">(4) To <u>function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where</u> accommodate a significant share of population and employment growth <u>will be accommodated.</u>”
57	80.1 [Renumbered]	<p>Is amended by renumbering Section 81.2 to Section 80.1 and is further amended to read as follows:</p> <p><u>“The Urban Growth Centres are parts of Intensification Areas Strategic Growth Areas, which in turn are parts of the Urban Area and therefore are subject to the objectives and policies for both Intensification Areas Strategic Growth Areas and the Urban Area. The boundaries of the Urban Growth Centres as shown delineated on Map 1 Map 1H are to be interpreted in accordance with Section 52 of this Plan.”</u></p>
58	80.2 [Renumbered]	<p>Is amended by renumbering Section 81.3 to Section 80.2 and is further amended to read as follows:</p> <p><u>“It is the policy of the Region to:</u></p> <ol style="list-style-type: none"> <li data-bbox="500 1696 1446 1787">(1) Require Urban Growth Centres to <u>be planned to</u> achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier, <u>as identified in Table 2b.</u> <li data-bbox="500 1801 1451 1871">(2) Require Local Official Plans to show how <u>policies have been developed to plan to achieve</u> the development density target for Urban Growth Centres

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		under Section 81.3(1) 80.2(1) can be met, including the submission to the <i>Region</i> of any supporting background documentation.”
59	82	Is deleted in its entirety.
60	83	Is deleted in its entirety.
61	81 [Section Title]	A new section subtitle is added to read as follows: <u>“Major Transit Station Areas”</u>
62	81 [New]	A new Section 81 is added to read as follows: <u>“The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:</u> <u>(1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.</u> <u>(2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.</u> <u>(3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.</u> <u>(4) To achieve multimodal access to stations and support complete communities.</u> <u>(5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.</u> <u>(6) To protect existing employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.</u> <u>(7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area-Specific Plans.”</u>
63	81.1 [New]	A new Section 81.1 is added to read as follows: <u>“The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), as delineated on Map 1H and Map 6, are identified as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.”</u>

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64	81.2 [New]	<p>A new Section 81.2 is added to read as follows:</p> <p><u>“It is the <i>policy of the Region to:</i></u></p> <ol style="list-style-type: none"> <u>(1) Direct development with higher densities and mixed uses to <i>Major Transit Station Areas</i> in accordance with the hierarchy of <i>Strategic Growth Areas</i> identified in Section 79.2 of this Plan.</u> <u>(2) Require Local Official Plans to plan to achieve:</u> <ol style="list-style-type: none"> <u>a) the minimum density target for each <i>Major Transit Station Area</i> as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and.</u> <u>b) a general target proportion of residents and jobs within each <i>Major Transit Station Area</i> in accordance with Section 55.3 and Table 2b of this Plan, where applicable.</u> <u>(2.1) The minimum density target for an individual <i>Major Transit Station Area</i> may be revised as part of the <i>municipal comprehensive review</i>, to address recommendations of the <i>municipal comprehensive review</i> and/or <i>Local Municipal planning studies</i>.</u> <u>(3) Require the Local Municipalities to delineate the boundaries of <i>Major Transit Station Areas</i> in accordance with Map 1H and Map 6 in their Official Plans.</u> <u>(4) Require the Local Municipalities to prepare detailed official plan <i>policies</i> or an <i>Area-Specific Plan</i> for a <i>Major Transit Station Area</i>, in accordance with Sections 48 and 77(5) of this Plan that also:</u> <ol style="list-style-type: none"> <u>a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.</u> <u>b) identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.</u> <u>c) identifies land uses to support <i>complete communities</i>.</u> <u>d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.</u> <u>e) identifies and protects lands that may be needed for future enhancement or expansion of transit <i>infrastructure</i>, as appropriate.</u> <u>f) achieves land use compatibility, by ensuring that the planning and development of <i>sensitive land uses</i> or <i>major office uses</i>, avoids, or where avoidance is not possible, minimizes and mitigates <i>adverse effects</i> and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.</u> <u>g) identifies transportation and transit networks which are transit-supportive and achieve <i>multimodal</i> access to the stations, ensure connections to all transit service, and provide <i>infrastructure</i> to support active transportation.</u>

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		<p><u>h) encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.</u></p> <p><u>i) establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report in accordance with the Planning Act, which is to the satisfaction of the Region.</u></p> <p><u>j) includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of this Plan.</u></p> <p><u>k) may identify stable residential neighbourhoods where only contextually appropriate intensification opportunities in keeping with the neighbourhood character are contemplated.</u></p>
65	81.3 [Section Title]	<p>A new section subtitle is added to read as follows:</p> <p><u>“Proposed Major Transit Stations & Major Transit Station Areas”</u></p>
66	81.3 [New]	<p>A new Section 81.3 is added to read as follows:</p> <p><u>“The objectives of the Proposed Major Transit Station as identified on Map 1H are:</u></p> <p><u>(1) To provide opportunities to leverage Provincial transit infrastructure investments through the identification and development of new station areas to support growth and achieve transit-supportive densities through existing or planned frequent transit service.</u></p> <p><u>(2) To support identification of a new station area that would achieve increased residential and employment densities to support existing and planned transit service.”</u></p>
67	81.4 [New]	<p>A new Section 81.4 is added to read as follows:</p> <p><u>“It is the policy of the Region to:</u></p> <p><u>(1) Require the boundaries of a Proposed Major Transit Station Area to be delineated once the location has been determined in accordance with the following principles:</u></p> <p><u>a) establish a preliminary boundary that is within a 500m to 800m radius of the transit station;</u></p> <p><u>b) refine the preliminary boundary to exclude undevelopable lands</u></p>

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		<p><u>including the Regional Natural Heritage System or areas protected by Provincial Plans such as the Greenbelt Plan, Niagara Escarpment Plan and the Parkway Belt West Plan.</u></p> <p><u>(2) Once the location of a Proposed Major Transit Station Area has been determined and delineated, establish a minimum density target, in accordance with the policies of this Plan.</u></p> <p><u>(3) Require the Local Municipalities to prepare an Area-Specific Plan for a delineated Major Transit Station Area in accordance with Section 81.2(4).</u></p> <p><u>(4) Any review of development applications within a Major Transit Station Area as delineated on Map 6 or in proximity to a Proposed Major Transit Station identified on Map 1H must consider the goals, objectives and policies of this Plan, including in the period before the Local Municipalities have established Major Transit Station Area policies in accordance with Section 16(17) of the Planning Act.”</u></p>
68	82 [Section Title]	<p>A new section subtitle is added to read as follows:</p> <p><u>“Regional Nodes”</u></p>
69	82 [New]	<p>A new Section 82 is added to read as follows:</p> <p><u>“The objectives of the Regional Nodes, as identified by symbol on Map 1H, are:</u></p> <p><u>(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.</u></p> <p><u>(2) To leverage infrastructure investments and the development of public service facilities to support forecasted growth.</u></p> <p><u>(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.</u></p> <p><u>(4) To reflect and reinforce Local Urban Structures.”</u></p>
70	82.1 [New]	<p>A new Section 82.1 is added to read as follows:</p> <p><u>“The Regional Nodes as identified on Map 1H by symbol are:</u></p> <p><u>(1) Primary Regional Nodes that are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context:</u></p> <p><u>a) Uptown Core, Oakville;</u></p> <p><u>b) Hospital District, Oakville;</u></p>

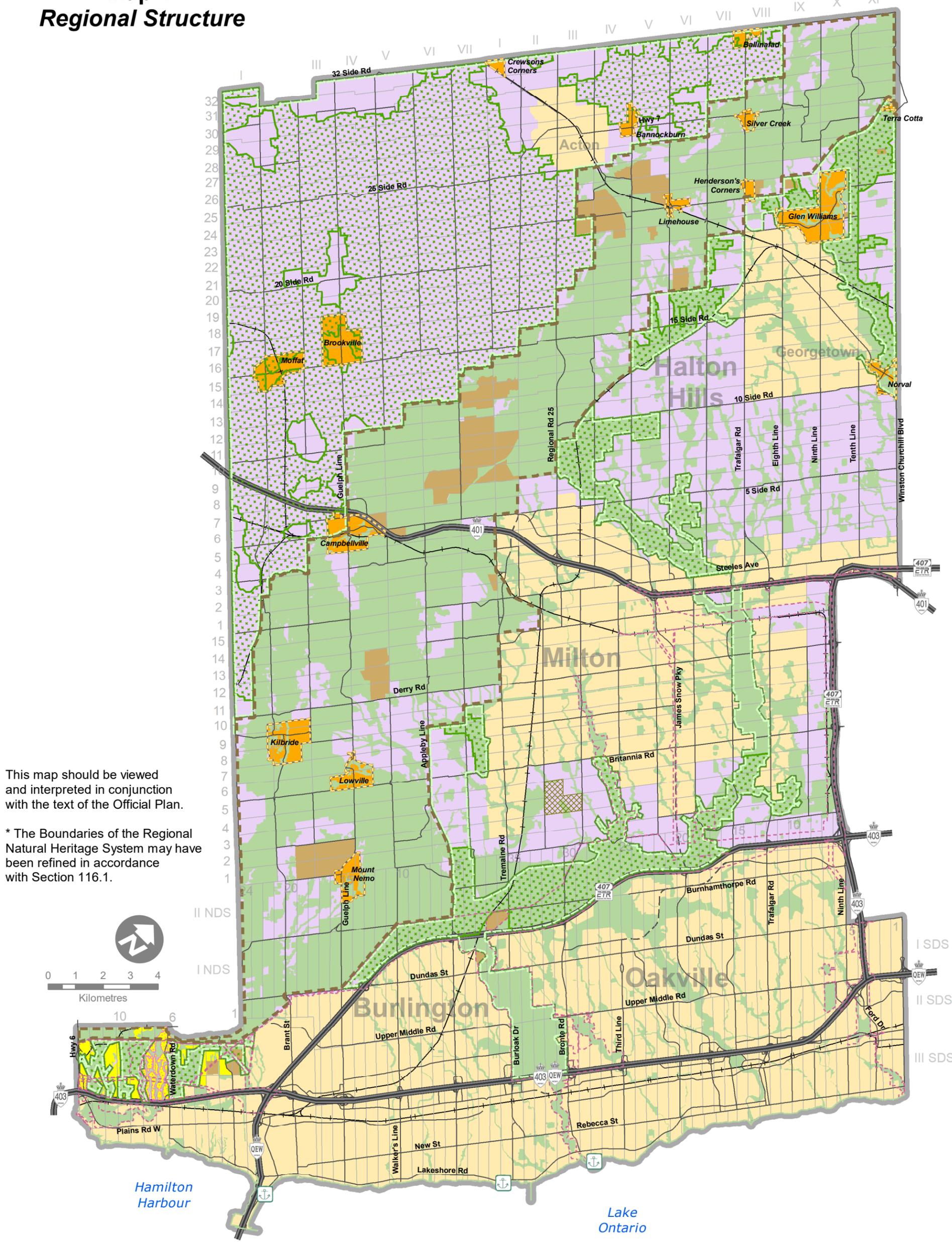
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		<p><u>c) Milton Education Village, Milton;</u> <u>d) Palermo Village, Oakville; and</u> <u>e) Uptown Urban Centre, Burlington.</u></p> <p><u>(2) Secondary Regional Nodes that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for their context:</u></p> <p><u>a) Neyagawa Urban Core, Oakville;</u> <u>b) Kerr Village, Oakville</u> <u>c) Bronte Village, Oakville;</u> <u>d) Downtown Oakville;</u> <u>e) Downtown Urban Centre, Burlington;</u> <u>f) Downtown Georgetown, Halton Hills; and</u> <u>g) Guelph Street Corridor, Halton Hills.”</u></p>
71	82.2 [New]	<p>A new Section 82.2 is added to read as follows:</p> <p><u>“It is the policy of the Region to:</u></p> <p><u>(1) Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.</u></p> <p><u>(2) Encourage the Local Municipalities to delineate the boundaries of Regional Nodes, and identify a minimum density target expressed as the minimum number of residents and jobs per hectare for the delineated area.</u></p> <p><u>(3) For applicable Primary Regional Nodes identified in Table 2b, require the Local Municipalities to plan to achieve a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.</u></p> <p><u>(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for Regional Nodes, in accordance with Sections 48 and 77(5) of this Plan.”</u></p>
72	83 [Renumbered]	Is amended by relocating and renumbering Section 77.1 to a new Section 83 .
73	83.1 [Renumbered]	Is amended by relocating and renumbering Section 77.2 to a new Section 83.1 and is further amended by deleting the cross-reference to Map 1 and replacing it with a reference to Map 1H .”
74	83.2 [Renumbered]	Is amended by relocating and renumbering Section 77.4 to a new Section 83.2 .
75	83.2(7)	A new Section 83.2 (7) is added to read as follows:

Item	Section Number	Details of the Amendment
	[New]	<p><u>“Where <i>Employment Areas</i> are located within a <i>Major Transit Station Area</i> as delineated on Map 1H, recognize the dual role and function of these <i>Major Transit Station Areas</i> as mixed use <i>Strategic Growth Areas</i> as well as the location of existing employment uses, and, require the Local Municipalities, when planning for these areas through an <i>Area-Specific Plan</i> in accordance with Section 81.2(4) of this Plan, to:</u></p> <ul style="list-style-type: none"> <u>a) recognize the importance of the protection of existing employment uses and the potential for appropriate employment growth and <i>intensification</i> within the <i>Employment Area</i> and within adjacent non-employment areas;</u> <u>b) provide an appropriate interface between the <i>Employment Area</i> and adjacent non-employment areas to maintain land use compatibility; and</u> <u>c) only permit <i>sensitive land uses</i> within adjacent non-employment areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Section 79.3(12) of this Plan.”</u>
76	170(4.2)	<p>Is amended to read as follows:</p> <p>“Protect employment lands for economic development during the current planning period to 2034 <u>2051</u> in accordance with Sections 77.4 <u>83</u>, and 77-2 <u>83.1</u>, of this Plan.”</p>
77	240	<p>Is amended to read as follows:</p> <p>“[Section number not in use] <u>FREQUENT TRANSIT means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.</u>”</p>
78	253.2	<p>Is amended to read as follows:</p> <p>“INTENSIFICATION AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors, and Mixed Use Nodes. [Section number not in use.]”.</p>
79	253.3	<p>Is amended to read as follows:</p> <p>“INTENSIFICATION CORRIDOR means Intensification Areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels. [Section number not in use.]”.</p>
80	255.1 [New]	<p>A new Section 255.1 is added to read as follows:</p> <p>“<u>LOCAL NODE means a <i>Strategic Growth Area</i> identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed use intensification at a scale appropriate to the context.</u>”</p>

Item	Section Number	Details of the Amendment
81	255.2 [New]	<p>A new Section 255.2 is added to read as follows:</p> <p><u>“LOCAL URBAN STRUCTURE means an urban structure defined by a Local Municipality in an approved Official Plan, which furthers the growth management and community building objectives of the Local Municipality, and complements the Regional Urban Structure, in conformity with the Regional Official Plan.”</u></p>
82	256.3	<p>A new Section 256.3 is added to read as follows:</p> <p><u>“MAJOR FACILITIES means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.”</u></p>
83	258.1	<p>Is amended to read as follows:</p> <p>“MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m <u>to 800m</u> radius of a transit station, representing about a 10-minute walk.”</p>
84	259.3	<p>Is amended by deleting the definition for the term ‘Mobility Hub’ and adding a definition for the term ‘Multimodal’”</p> <p>“MOBILITY HUB means Major Transit Station Areas (MTSA’s) that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for Mobility Hubs relative to other MTSA’s, it is recommended that the Mobility Hub areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other MTSA’s. <u>MULTIMODAL means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter), trucks, air and marine.”</u></p>
85	267	<p>Is amended to read as follows:</p> <p>“[Section number not in use] <u>PRIORITY TRANSIT CORRIDOR means a transit corridor shown in Schedule 5 of the Growth Plan, 2019.”</u></p>
88	269.1 [New]	<p>A new Section 269.1 is added to read as follows:</p> <p><u>“PUBLIC SERVICE FACILITIES means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection.</u></p>

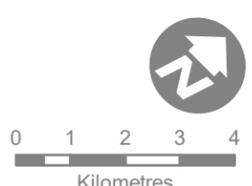
Item	Section Number	Details of the Amendment
		<u>health and education programs, long-term care services and cultural services.</u> "
87	272	Is amended to read as follows: " [Section number not in use] <u>REGIONAL CORRIDOR means a Strategic Growth Area identified along major roads, arterials or higher order transit corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects.</u> "
88	273	Is amended to read as follows: " [Section number not in use] <u>REGIONAL NODE means a Strategic Growth Area derived from a Local Urban Structure that has a role in the accommodation of mixed use intensification, and supporting the transit network in the Region, which merits its identification as a component of the Regional Urban Structure hierarchy.</u> "
89	280.2 [New]	A new Section 280.2 is added to read as follows: " <u>STRATEGIC GROWTH AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.</u> "
90	286.1	Is amended to read as follows: " <u>URBAN GROWTH CENTRE means the areas identified delineated on Map 1 Map 1H of this Plan, which for Halton includes the areas known as Downtown Burlington, Downtown Milton and Midtown Oakville.</u> "
91	Map 1	Map 1, <i>Regional Structure</i> , is deleted and replaced with a new Map 1, <i>Regional Structure</i> , as shown herein and provided as Attachment #1.
93	Map 1C	Map 1C, <i>Future Strategic Employment Areas</i> , is deleted and replaced with a new Map 1C, <i>Future Strategic Employment Areas</i> , as shown herein and provided as Attachment #2.
94	Map 1H	Map 1H, <i>Regional Urban Structure</i> , is added, as shown herein and provided as Attachment #3.
95	Map 3	Map 3, <i>Functional Plan of Major Transportation Facilities</i> , is deleted and replaced with a new Map 3, as shown herein and provided as Attachment #4.
96	Map 6	Map 6, <i>Strategic Growth Areas</i> , is added, as shown herein and provided as Attachment #5.

Map 1 Regional Structure



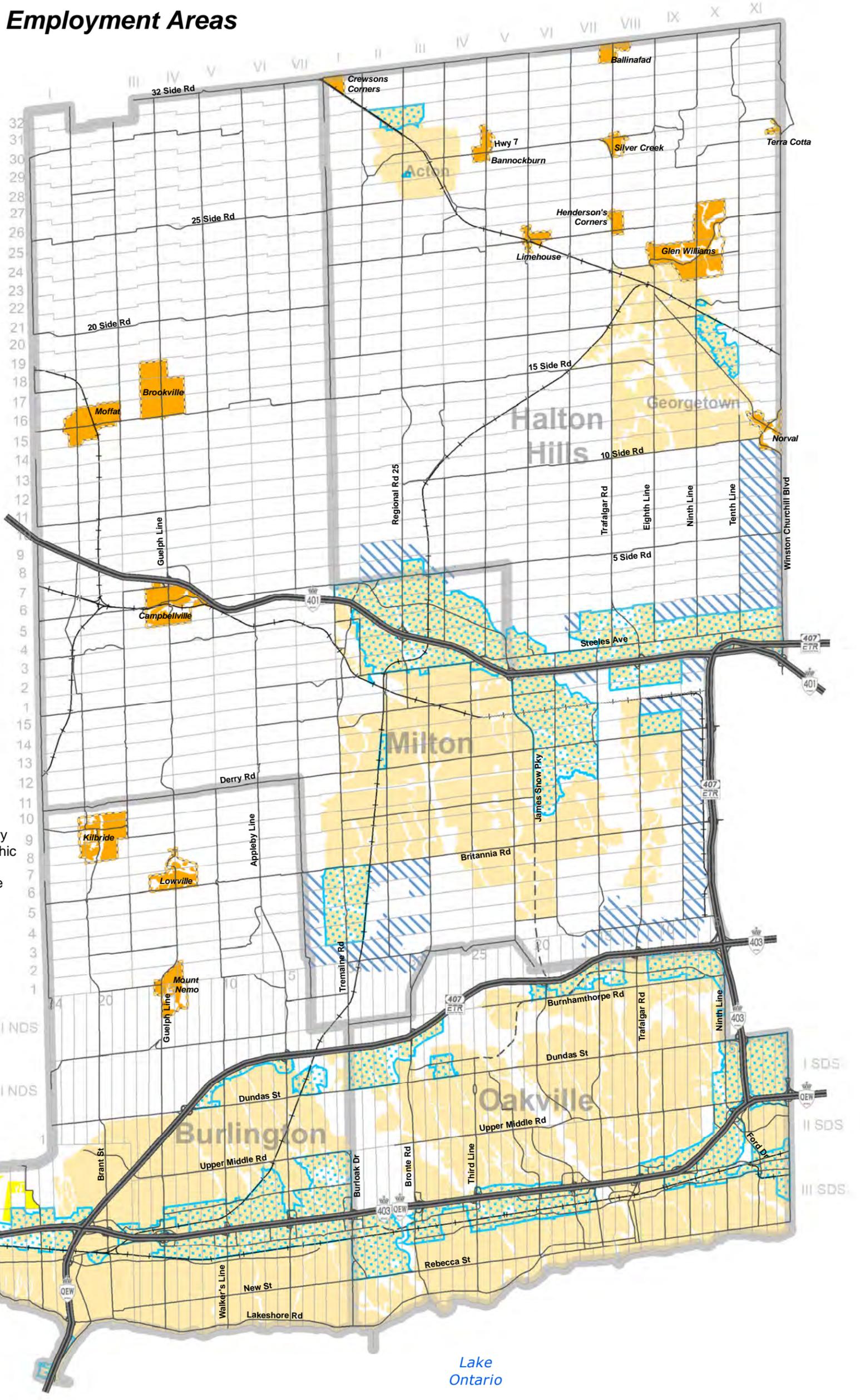
This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.



- Waterfront Park (See Map 2)
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System *
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Area Eligible for Urban Servicing
- Halton Waste Management Site

Map 1C Future Strategic Employment Areas



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

The geographic extent and boundary of the Urban Area, and the geographic extent and classification of the Corridors, as shown on this map are subject to revision through the current municipal comprehensive review.

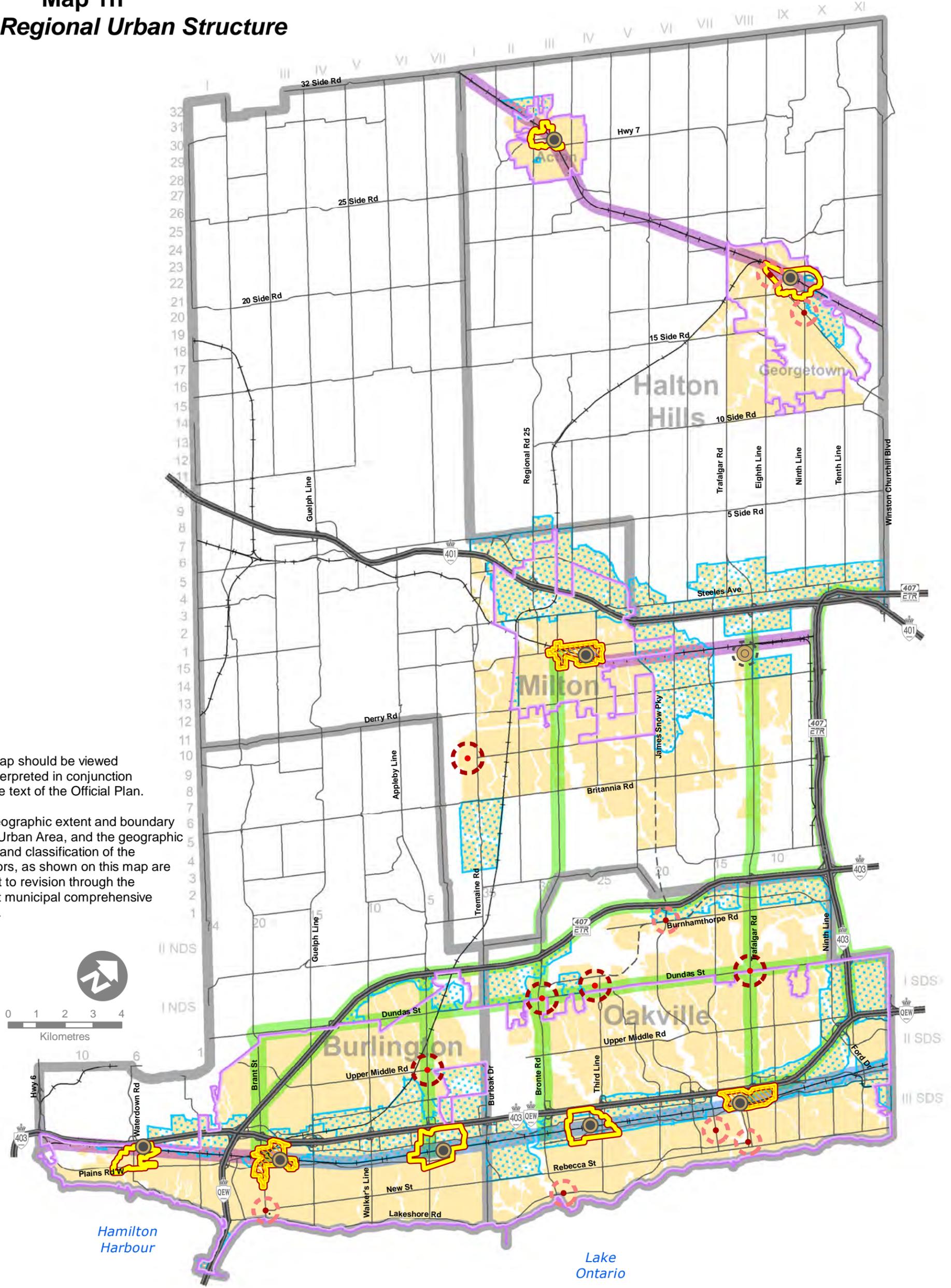
* Note: The Future Strategic Employment Areas are not land use designations but represent a constraint to development. Refer to Sections 139.6 and 139.7 of this Plan.



0 0.95 1.9 2.85 3.8
Kilometres

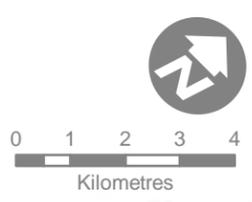
- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- North Aldershot Policy Area
- Future Strategic Employment Areas (Overlay)*
- Employment Area

Map 1h Regional Urban Structure



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

The geographic extent and boundary of the Urban Area, and the geographic extent and classification of the Corridors, as shown on this map are subject to revision through the current municipal comprehensive review.

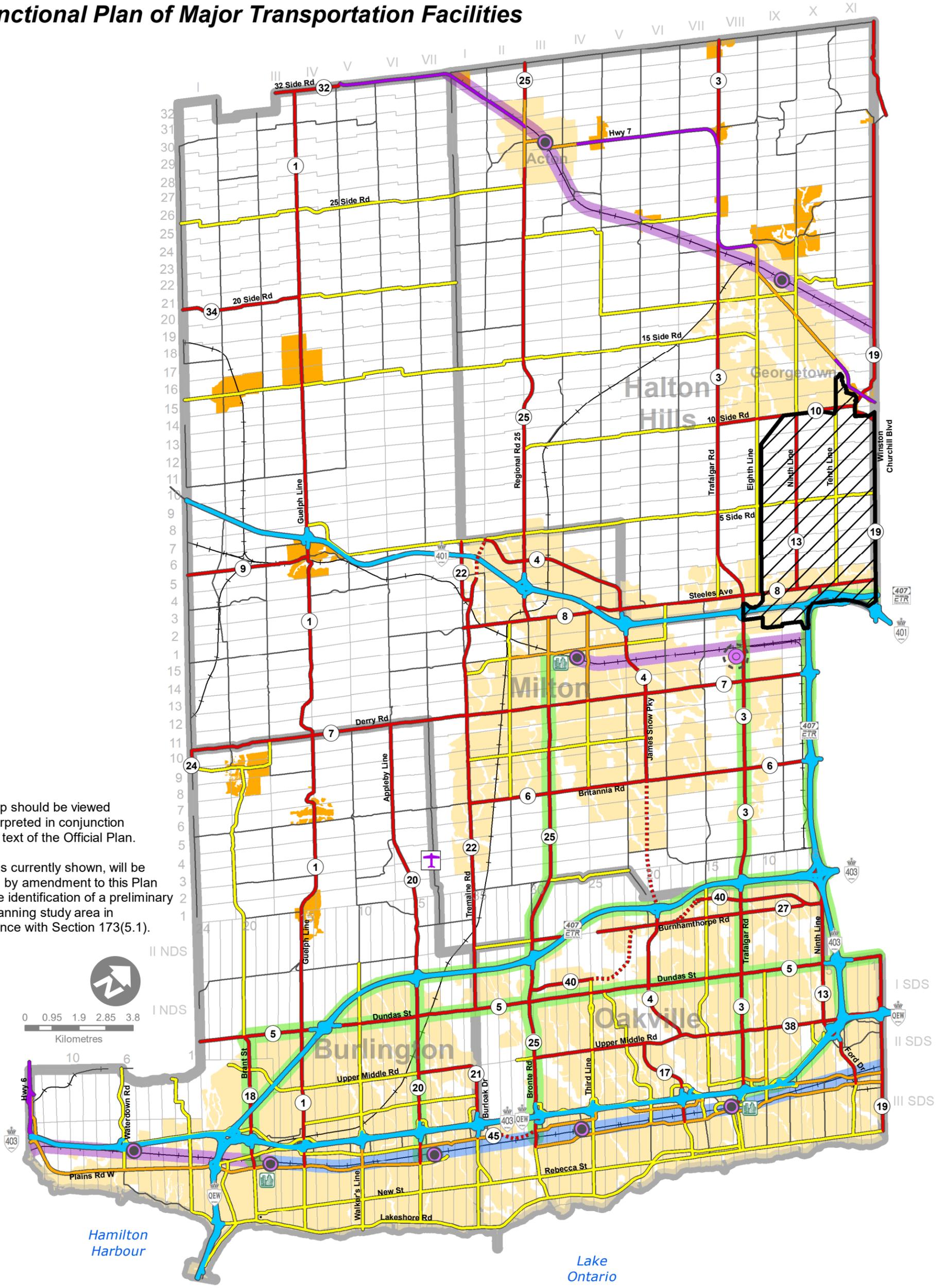


- Major Transit Station
- Proposed Major Transit Station
- Urban Area
- Built Boundary
- Employment Area
- Urban Growth Centre
- Rail Line
- Higher Order Transit Corridor
- Major Transit Station Area (MTSA)
- Proposed Major Arterial
- Commuter Rail Corridor
- Primary Regional Nodes
- Major Road
- Priority Transit Corridor
- Secondary Regional Nodes
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary

Map 3 Functional Plan of Major Transportation Facilities

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

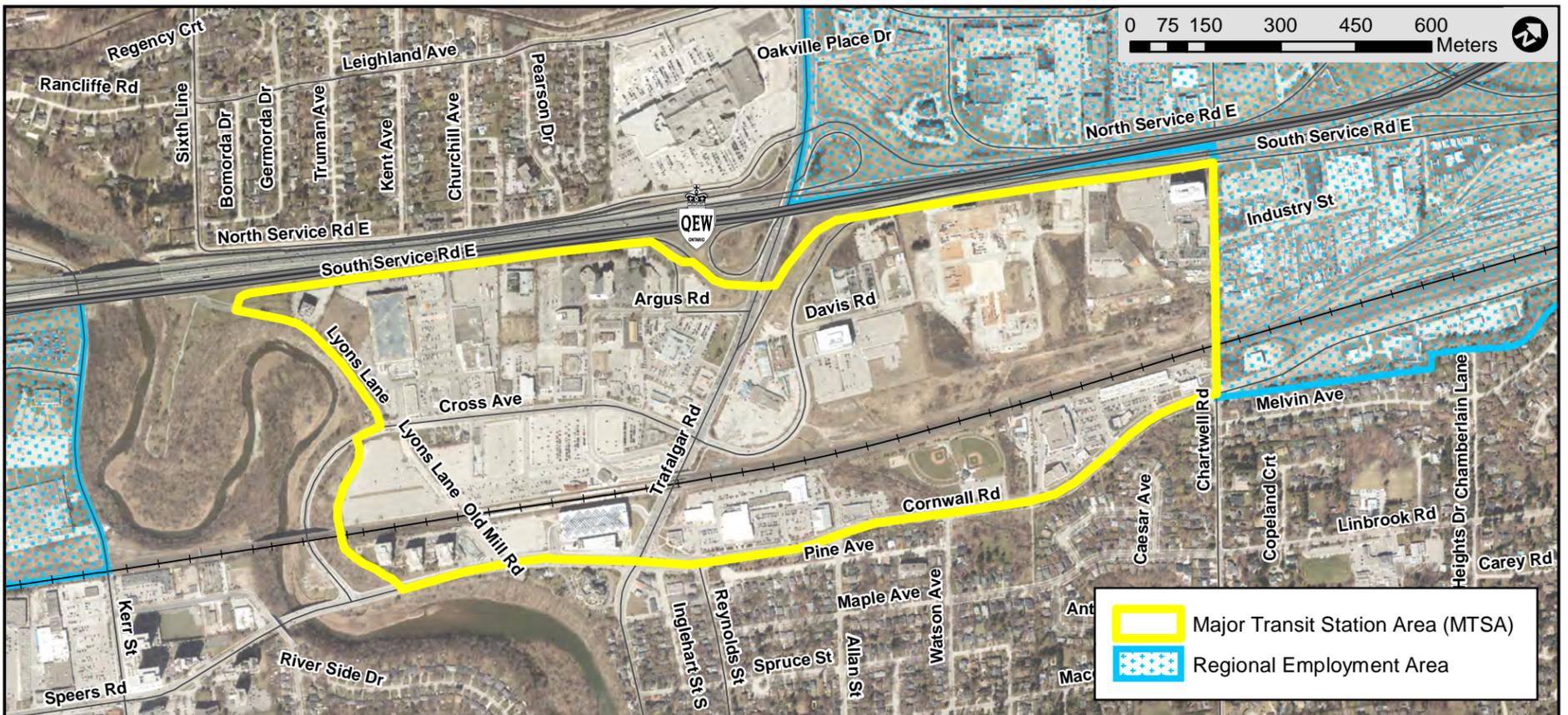
Map 3 as currently shown, will be updated by amendment to this Plan upon the identification of a preliminary route planning study area in accordance with Section 173(5.1).



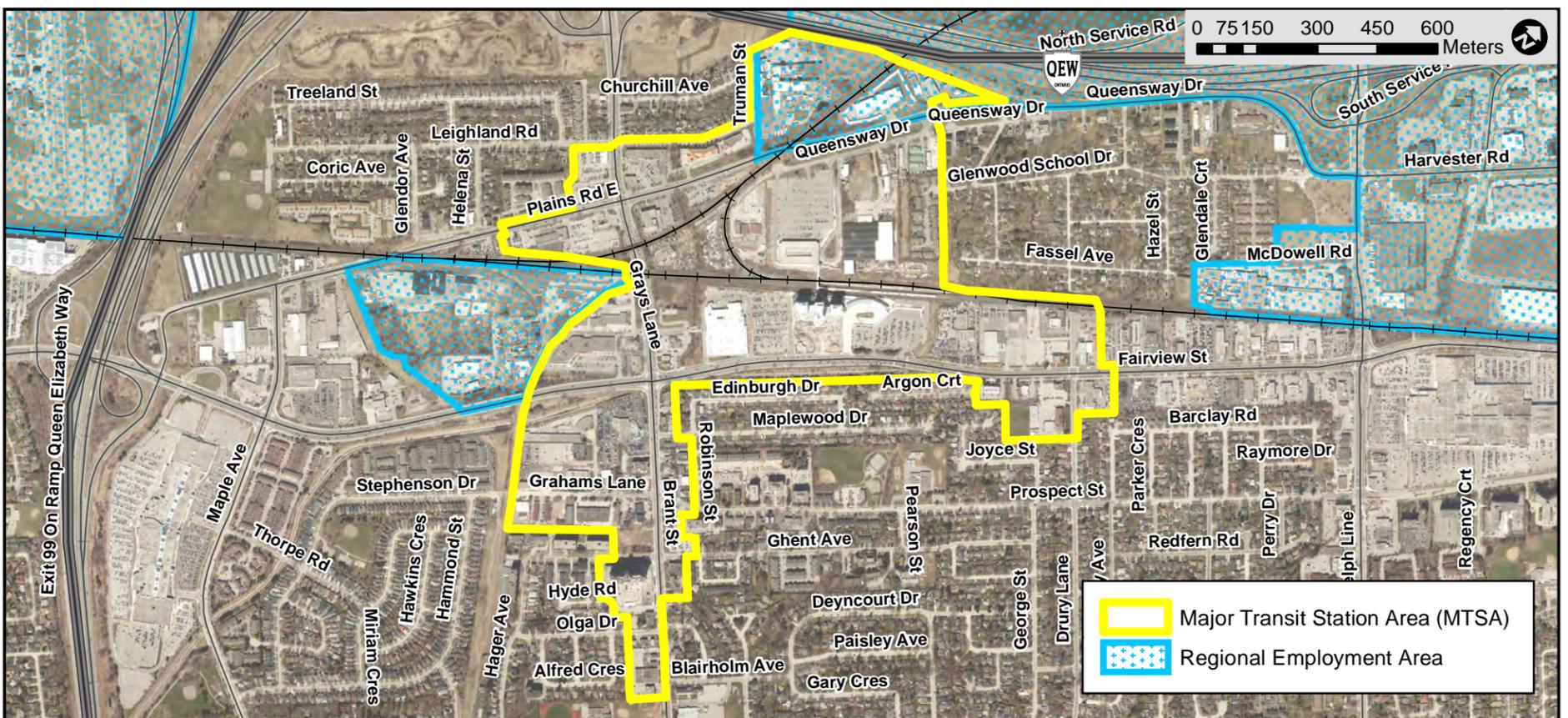
- Urban Growth Centre
- Rail Line
- Hamlet Area
- Provincial Highway
- Major Transit Station
- Major Road
- Urban Area
- Major Arterial
- Proposed Major Transit Station
- Lot and Concession Line
- Higher Order Transit Corridor
- Multi-Purpose Arterial
- Airport
- Municipal Boundary
- Commuter Rail Corridor
- Minor Arterial
- HPBATS / GTA West Corridor Protection Area
Under Appeal - See OMB Case No. PL 140744
- Priority Transit Corridor
- Provincial Freeway
- Proposed Major Arterial

Note: Map 3 as currently shown, will be updated by amendment to this Plan, upon completion of the Transportation Master Plan undertaken to meet travel demands to the year 2031.

Map 6a - Midtown Oakville GO UGC/MTSA



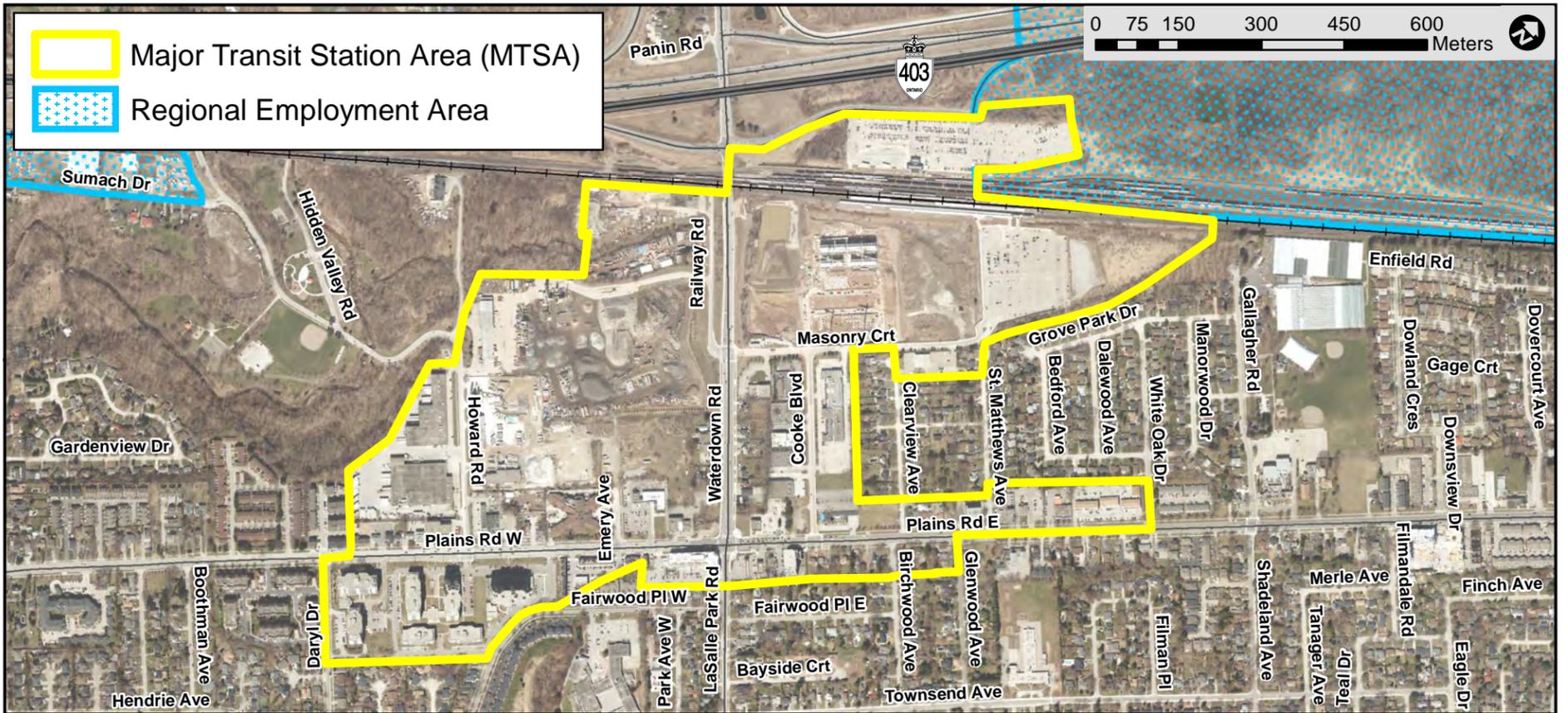
Map 6b - Downtown Burlington UGC / Burlington GO MTSA



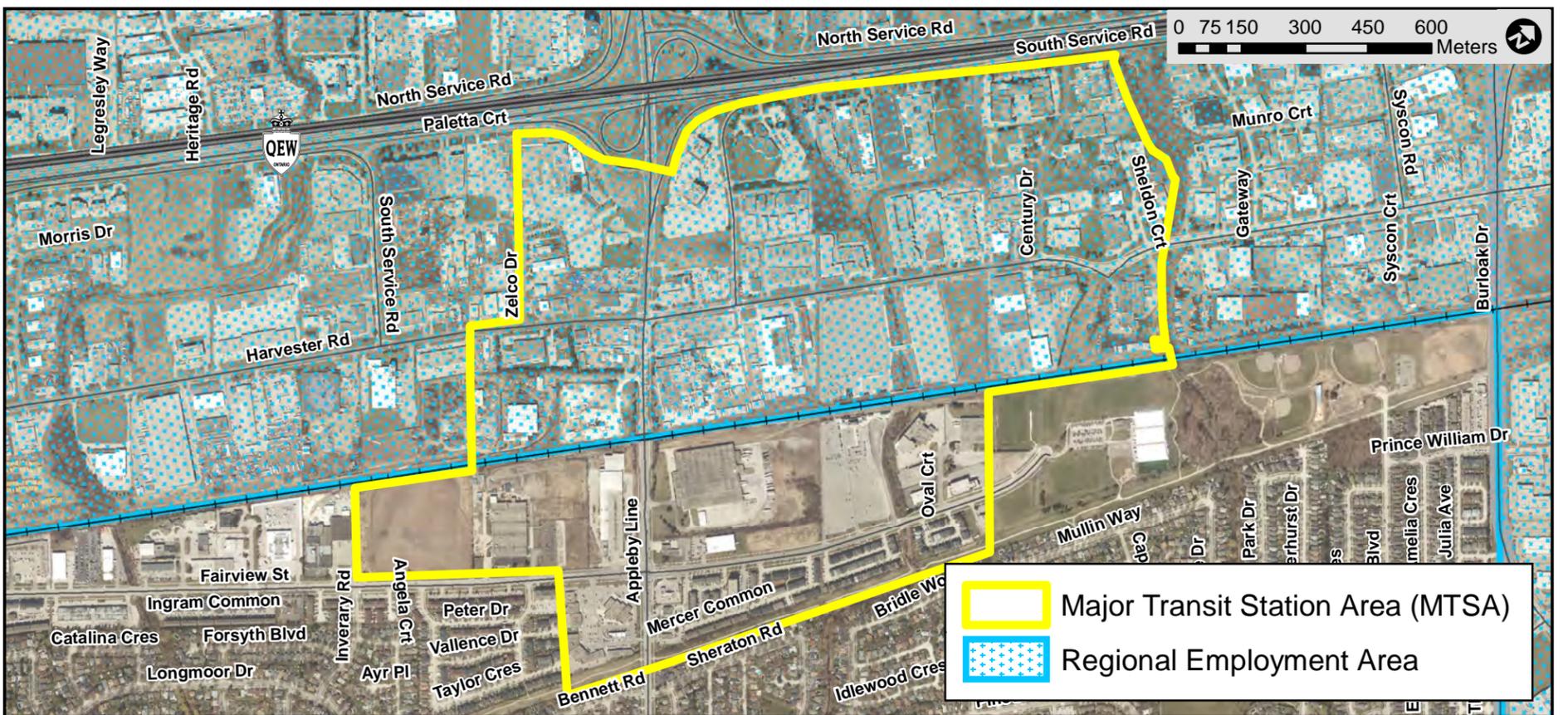
Map 6c - Milton GO UGC/MTSA



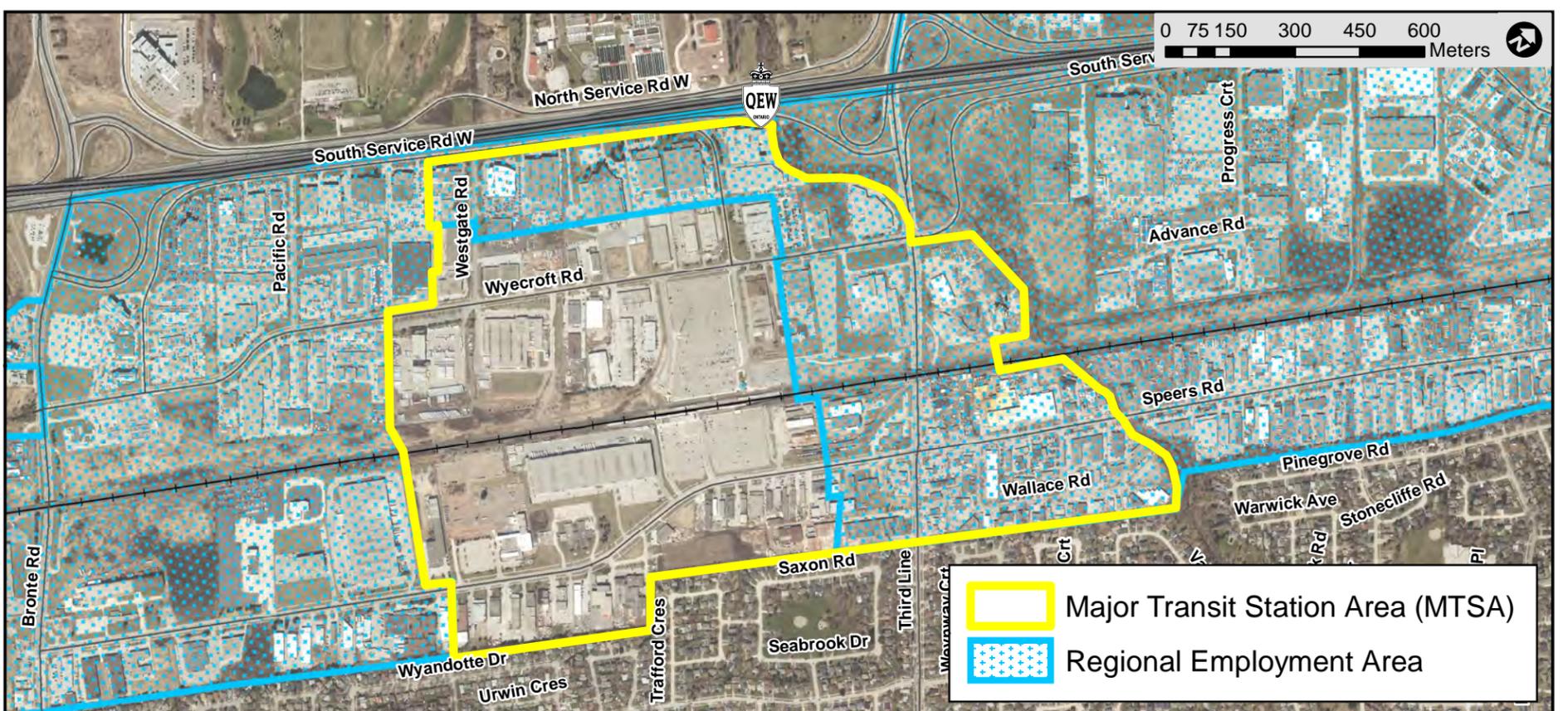
Map 6d - Aldershot GO MTSA



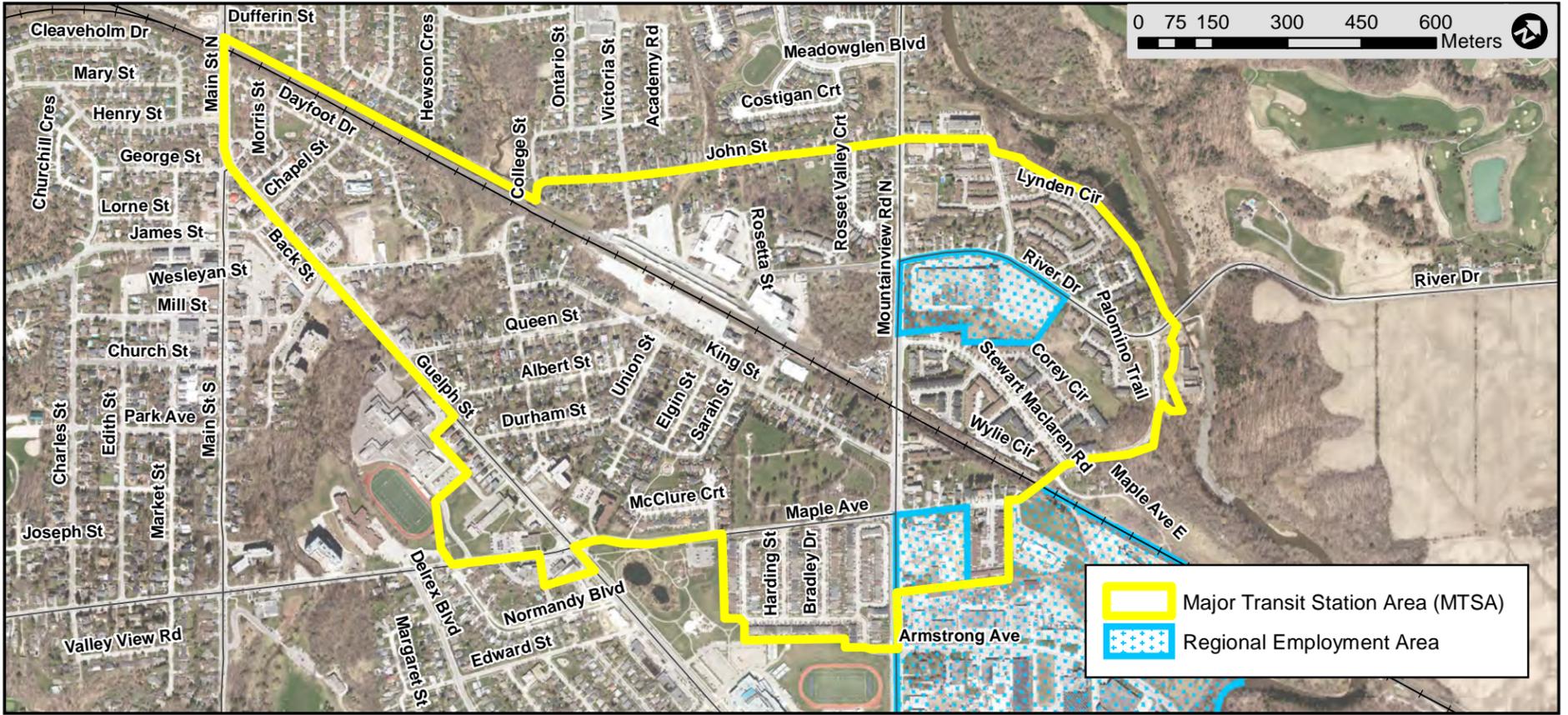
Map 6e - Appleby GO MTSA



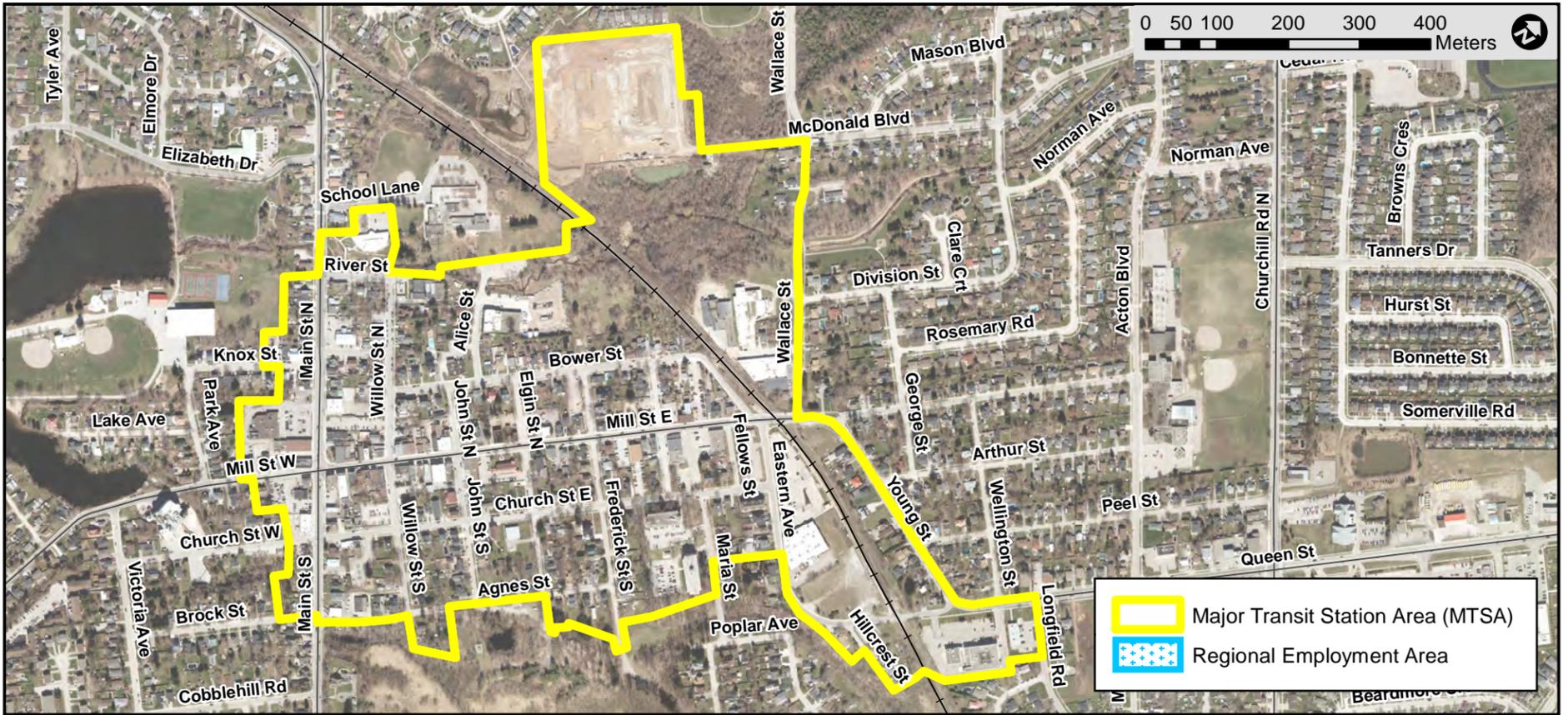
Map 6f - Bronte GO MTSA



Map 6g - Georgetown GO MTSA



Map 6h - Acton GO MTSA



PART C THE APPENDICES

The following Appendices do not constitute part of Amendment No. 48, but are included as information supporting the amendment.

Appendix I Notice of Statutory Public Meeting

Appendix II Track Changes to Draft ROPA 48

Appendix III Excerpts of Draft Consolidation of the Regional Plan & ROPA 48


halton.ca ☎ 311



NOTICE OF PUBLIC OPEN HOUSE AND STATUTORY PUBLIC MEETING

Proposed Amendment to the Regional Official Plan
“ROPA 48: An Amendment to Define a Regional Urban Structure”

The Regional Municipality of Halton is holding a Public Open House and a Statutory Public Meeting in connection with Draft Regional Official Plan Amendment No. 48 (ROPA 48). ROPA 48 is proposed as a component of Halton Region’s Municipal Comprehensive Review pursuant to the Growth Plan, 2019, and Section 26 of the *Planning Act*, as amended.

Purpose and Effect of ROPA 48

The purpose of the proposed Regional Official Plan Amendment (ROPA 48) is to help define and provide direction on urban structure. It will identify non-discretionary components of a Regional Urban Structure including strategic growth areas such as Urban Growth Centres, Major Transit Station Areas, Regional Nodes and Employment Areas. It also proposes a limited number of employment conversions supporting the mixed-use development of certain strategic growth areas, sets performance targets related to a mix of jobs and residents in certain strategic growth areas, and updates population and employment allocations assigned to Halton Region to 2051 by the Growth Plan, 2019. The proposed Amendment applies to all lands in the Regional Municipality of Halton.

Public Open House (Virtual)	Statutory Public Meeting (Virtual)
When: Wednesday, June 9, 2021 at 7 p.m.	When: Wednesday, June 16, 2021 at 8:30 a.m.
Description: The purpose of the Open House is to provide the public with the opportunity to review and discuss the proposed Amendment. To submit questions in advance, email ropr@halton.ca or call 905-825-6000, ext. 7772. Please check halton.ca/ropr closer to the meeting to download a copy of the presentation and follow along.	Description: The purpose of the Statutory Public Meeting is to provide the public with the opportunity to provide comments to Council on the proposed Amendment and for Council to consider the feedback prior to adopting the Amendment.
Meeting ID: 970 665 2261 Passcode: 858099 (if requested)	Meeting ID: 978 9509 4255 Passcode: 481159 (if requested)
To join: <ul style="list-style-type: none"> Online: On the date of the event, visit halton.ca/ropr. By phone: Call 1-855-703-8985 (Toll Free) or 1-647-374-4685 and use the Meeting ID and Passcode above. 	

How to Participate in the Statutory Public Meeting

Any person may attend the Statutory Public Meeting and make submissions concerning the proposed Amendment. If you wish to make a written submission or to make a verbal submission at the Statutory Public Meeting, please email regionalclerk@halton.ca and ropr@halton.ca by 12 p.m. on June 14, 2021. Written submissions provided by lettermail can be addressed to:

c/o Regional Clerk Graham Milne
 1151 Bronte Road
 Oakville ON L6M 3L1

Advance registration is strongly encouraged for those who wish to make a verbal presentation during the meeting. To preserve the integrity of the meeting, anonymous or offensive Zoom account names will not be allowed to speak. Halton Region is not responsible for unstable internet connections that may impact your ability to provide your comments. Participants who are disruptive or who speak on a subject other than the stated purpose of the meeting may be removed from the meeting without warning. All information including names, addresses, opinions, presentations, reports, documentation, etc. provided for or at any public meeting are considered public records. This information may be posted on Halton Region’s website and/or made available to the public upon request. The Statutory Public Meeting will be streamed and a video of the meeting will be made available on Halton Region’s website.

If you wish to be notified of the decision of Halton Region on the proposed Amendment, you must make a written request to the Regional Clerk.

Additional Information

For more information about this matter, including information about appeal rights, contact Planning Services by email at ropr@halton.ca or call 905-825-6000 ext. 7772. Information and material relating to the proposed Amendment will be available for public inspection by appointment or by visiting halton.ca/ropr. If you require an alternative format or need accessibility-related accommodation to access or comment on ROPR materials, please email accesshalton@halton.ca or call 311, 1-866-442-5866 or TTY 905-827-9833.

Meetings at Halton Region
 Regional Council meetings are taking place through web conferencing until further notice. Videos will be posted to halton.ca.

Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.

231 | Burlington Post | Thursday, May 27, 2021
insidethalton.com 142/250

This notice was also published on the same day (Thursday May 27, 2021) in:

- The Independent Free Press - Halton Hills
- The Milton Canadian Champion
- The Oakville Beaver

Appendix II Track Changes to Draft ROPA 48

The table below identifies changes made to the text of Draft ROPA 48 as it was presented to Regional Council in Attachment #1 to LPS60-21. The existing modifications in Draft ROPA 48 are shown as **additions** and **deletions**. Subsequent changes to the draft are identified in turquoise highlight as **additions** and **deletions**. In the event of a conflict between the details of ROPA 48, as described under Part B of this Amendment and table below, the former shall prevail.

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
			PART II – BASIC POSITION	
1	1	26	<i>Halton</i> recognizes its strategic location within the Greater Toronto and Hamilton Area and the importance of population and employment growth to the social and economic life of its residents. <i>Halton</i> expects further urbanization and changes to its landscape within the planning period between now and 2034 2051 . In this regard, <i>Halton</i> will undertake the necessary steps to ensure that growth will be accommodated in a fashion that is orderly, manageable, yet sensitive to its <i>natural environment</i> , heritage and culture. To maintain <i>Halton</i> as a desirable and identifiable place for this and future generations, certain landscapes within <i>Halton</i> must be preserved permanently. This concept of “landscape permanence” represents <i>Halton’s</i> fundamental value in land use planning and will guide its decisions and actions on proposed land use changes accordingly.	<i>no changes</i>
2	2	34	For certain physical elements of this Plan for which incremental decision-making is practical and desirable, e.g. population and employment forecasts and the supply of land within settlement areas urban envelopes, the planning horizon is the year 2034 2051 .	<i>no changes</i>
3	3	35	For other more durable elements, such as the agricultural and natural heritage systems and strategic growth areas , and the planning vision of this Plan, the horizon is far beyond the year 2034 2051 . Regional Council is cognizant of the fact that land use decisions have a permanent impact on the landscape and should be made in the context of a time frame well beyond the planning horizon.	<i>no changes</i>
4	4	44	The <i>Region’s</i> primary role is to provide broad <i>policy</i> directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, <i>solid waste</i> management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities. The structuring of communities and neighbourhoods and the internal configuration Local Urban Structure of each of the Local Municipalities, for instance, are the responsibilities of the Local Municipalities as long as the overall planning vision for <i>Halton</i> and <i>policies</i> of this Plan, including the Regional Urban Structure , are adhered to.	<i>no changes</i>
5	5	48	<i>Area-Specific Plans</i> such as secondary plans are to be prepared by the Local Municipalities for <i>settlement areas</i> such as new communities, Intensification Areas Strategic Growth Areas and <i>Hamlets</i> in accordance with <i>policies</i> of this Plan.	<i>no changes</i>
6	6	50.2	The Regional Structure implements <i>Halton’s</i> planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad	<i>no changes</i>

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
			<p>categories:</p> <p>(1) <i>Settlement Areas</i>, consisting of the Urban Area <u>and its Regional Urban Structure as shown on Map 1H</u>, <i>Hamlets and Rural Clusters</i>, as shown on Maps 1E and 1G,</p> <p>(2) <i>Agricultural System</i>, consisting of the Agricultural Area and those parts of the Natural Heritage System outside the <i>Key Features</i> or where the only <i>Key Feature</i> is a <i>significant</i> earth science area of natural and scientific interest, as shown on Map 1E, and</p> <p>(3) <i>Natural Heritage System</i>, consisting of the Regional Natural Heritage System and the Greenbelt Natural Heritage System, as shown on Map 1G.</p> <p>Certain parts of the Agricultural System and the Natural Heritage System overlap each other as they meet the <i>objectives</i> of both these systems. Specific land uses, however, under these categories are governed by <i>policies</i> and permitted uses according to mutually exclusive land use designations as described in Section 51 and constraints to development as described in Section 51.2.</p>	
7	7	51.1	<p>Boundaries of the following specific areas are also outlined on Map 1, to provide information and assist in the application of <i>policies</i>:</p> <p>(1) Niagara Escarpment Plan Area, as defined in the Niagara Escarpment Plan,</p> <p>(2) Parkway Belt West Plan Area, as defined in the Parkway Belt West Plan, <u>and</u></p> <p>(3) Greenbelt Plan Protected Countryside Area, as defined in the Greenbelt Plan, <u>and</u></p> <p>(4) <u>Built-Up Area</u>, generally based on the report <u>Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006 (2008)</u>;</p> <p>To provide context, the three Provincial Plan Areas under Sections 51.1(1), 51.1(2) and 51.1(3), are shown on Map 1A, with additional details on the key Provincial land use designations.</p>	no changes
8	8	51.3 [New]	<p><u>Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:</u></p> <p>(1) <u>Strategic Growth Areas that are subject to policies and/or conditions for development as described in Sections 78 to 82.2 of this Plan and which are identified below and shown on Map 1H;</u></p> <p>a) <u>Urban Growth Centres;</u></p> <p>b) <u>Major Transit Station Areas;</u></p> <p>c) <u>Proposed Major Transit Station Areas;</u></p> <p>d) <u>Primary Regional Nodes;</u></p> <p>e) <u>Secondary Regional Nodes; and</u></p>	<p><u>Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:</u></p> <p>(1) <u>Strategic Growth Areas that are subject to policies and/or conditions for development as described in Sections 78 to 82.2 of this Plan and which are identified below and shown on Map 1H;</u></p> <p>a) <u>Urban Growth Centres;</u></p> <p>b) <u>Major Transit Station Areas;</u></p> <p>c) <u>Proposed Major Transit Stations Major Transit Station Areas;</u></p> <p>d) <u>Primary Regional Nodes;</u></p> <p>e) <u>Secondary Regional Nodes; and</u></p>

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)																																																																																																
Draft	Final																																																																																																			
			<p>e) Regional Corridors.</p> <p>The detailed boundaries of Urban Growth Centres and Major Transit Station Areas are identified on Map 6.</p> <p>(2) Regional Employment Areas that are subject to policies and/or conditions for development as described in Sections 83 to 83.2 of this Plan and which are shown on Map 1H.</p> <p>(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan.</p>	<p>e) Regional Corridors.</p> <p>The detailed boundaries of Urban Growth Centres and Major Transit Station Areas are identified on Map 6.</p> <p>(2) Regional Employment Areas that are subject to policies and/or conditions for development as described in Sections 83 to 83.2 of this Plan and which are shown on Map 1H.</p> <p>(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan.</p>																																																																																																
9	9	52	The boundaries of the land use designations, specific areas and constraint areas, as described under Sections 51, 51.1 and 51.2 and 51.3 and as shown on Map 1 and Maps 1B through 1G 1H, are to be interpreted as follows:	no changes																																																																																																
10	10	55	The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment for the planning horizon year of 2034-2051 as contained in Table 1, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan. muni	The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment for the planning horizon year of 2034-2051 as contained in Table 1, which will be updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.																																																																																																
11	11	55.3 [New]	The Regional Structure also sets out targets that apply to certain Strategic Growth Areas as set out in Table 2b. This includes minimum density targets for Urban Growth Centres and Major Transit Station Areas as well as targets for the proportion of residents and jobs planned to be achieved within specific Strategic Growth Areas.	<p>The Regional Structure also sets out targets that apply to certain Strategic Growth Areas as set out contained in Table 2b. This includes, including:</p> <p>a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas and Major Transit Station Areas; and as well as</p> <p>b) general targets for the an overall proportion of residents and jobs planned to be planned for and achieved within specific Strategic Growth Areas over the long-term.</p> <p>The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy.</p>																																																																																																
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			- * For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan ** Alternative target subject to Ministers approval.	- * For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan ** To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan *** Alternative target subject to Ministers approval. **** Targets to be determined through the municipal comprehensive review.
			PART III	
14	14	61	In addition to those <i>policies</i> governing the land use designation(s) where it is located, <i>development</i> may be affected by, and: (1) shall be consistent with <i>objectives</i> and <i>policies</i> relating to areas of constraint as shown on Map 1 or Maps 1B through 1G <u>and the objectives and policies relating to the Regional Urban Structure as shown on Map 1H;</u>	<i>no changes</i>
15	15	72 [Title]	<u>Urban Area and the Regional Urban Structure</u>	<i>no changes</i>
16	16	72	<u>The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity.</u>	<i>no changes</i>
17	17	72 72.1	The <i>objectives</i> of the Urban Area are:	<i>no changes</i>
18	18	72.1(6)	(6) To identify an urban structure <u>a Regional Urban Structure that supports the development of Intensification Areas</u> directs growth to Strategic Growth Areas and protects Regional Employment Areas.	<i>no changes</i>
19	19	74	The Urban Area consists of areas so designated on Map 1 where <i>urban services</i> are or will be made available to accommodate existing and future <i>urban development</i> and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.	<i>no changes</i>
20	20	75	The Urban Area is planned to accommodate the distribution of population and employment for the <i>Region</i> and the four Local Municipalities as shown in Table 1, and the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.	<i>no changes</i>
21	21	77(2.2)d [i]	"an evaluation of the performance and success of the <i>intensification</i> measures and <i>policies</i> in Section 84 <u>79.3;</u> and"	<i>no changes</i>
-	22	77 <u>77(22)</u>		<u>Require the Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.</u>
22	23	77.1	[Relocation of Employment Areas section in its entirety]	<i>no changes</i>

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23	24	78 [Title]	<u>Regional Urban Structure</u>	<i>no changes</i>
24	25	78	<p><u>Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton’s planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit and the long-term protection of lands for employment uses. The Regional Urban Structure consists of the following structural components:</u></p> <p>(1) <u>Strategic Growth Areas;</u></p> <p>(2) <u>Regional Employment Areas;</u></p> <p>(3) <u>Built-Up Areas; and</u></p> <p>(4) <u>Designated Greenfield Areas.</u></p>	<i>no changes</i>
25	26	78.1	<p><u>The objectives of the Regional Urban Structure are:</u></p> <p>(1) <u>To provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;</u></p> <p>(2) <u>To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;</u></p> <p>(3) <u>To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;</u></p> <p>(4) <u>To identify Regional Employment Areas and to protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.</u></p>	<i>no changes</i>
26	27	79 [Title]	Intensification Areas <u>Strategic Growth Areas</u>	<i>no changes</i>
27	28	79 xx	The objectives of the Intensification Areas <u>Strategic Growth Areas</u> are:	<i>no changes</i>
-	29		-	(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable <u>in order to promote the development of complete communities.</u>
-	30		-	(7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places <u>to promote the development of complete communities.</u>
28	31		(10.1) <u>To conserve cultural heritage resources in order to foster a sense of place and</u>	<i>no changes</i>

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			<u>benefit communities in Strategic Growth Areas.</u>	
29	32		<p>(11) For <u>Regional Corridors Major Transit Station Areas and Intensification Corridors</u>:</p> <p>a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.</p> <p>b) To achieve a mix of residential, office, institutional and commercial development, where appropriate.</p> <p>c) For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.</p> <p>dc) For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.</p>	no changes
30	33	79	[Section number not in use.]	no changes
31	34	79.1 xx	Intensification Areas Strategic Growth Areas are parts of <u>integral to the Regional Urban Structure within</u> the Urban Area and consist of:	no changes
			(1) Urban Growth Centres, which are delineated shown as an overlay on top of the Urban Area on Map 4 <u>Map 1H and Map 6</u> , subject to specific policies in Section 80.1, addition to those for Intensification Areas Strategic Growth Areas,	no changes
			(2) Major Transit Station Areas (including Metrolinx-designated Mobility Hubs) as identified delineated on Map 1H and Map 6 and identified by symbol on Map 3 and/or in Local Official Plans, which generally consist of areas within 500 m to <u>800 m</u> of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas,	no changes
			(3) Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit, and	(3) Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation pedestrian traffic and public transit, and
			(34) Intensification Corridors Regional Corridors as shown on Map 1H and as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3,	no changes

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			(5) Mixed Use <u>Local Nodes</u> as identified in Local Official Plans, which have a concentration of residential and employment uses with <i>development densities</i> and patterns supportive of pedestrian traffic and public transit.	<i>no changes</i>
32	35	79.2	<p>The Regional Urban Structure contains the following hierarchy of <u>Strategic Growth Areas</u> as delineated or identified by symbol on Map 1H:</p> <p>(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</p> <p>(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</p> <p>(3) Major Transit Station Areas on a Priority Transit Corridor;</p> <p>(4) Major Transit Station Areas on a Commuter Rail Corridor;</p> <p>(5) Proposed Major Transit Station Areas;</p> <p>(6) Primary Regional Nodes;</p> <p>(7) Secondary Regional Nodes; and,</p> <p>(8) Regional Corridors.</p> <p>The Regional Urban Structure is supported by the <u>Local Urban Structures</u> identified in Local Official Plans which reflect this hierarchy of <u>Strategic Growth Areas</u> and may include additional <u>Local Nodes</u>.</p>	<p>The Regional Urban Structure contains the following hierarchy of <u>Strategic Growth Areas</u> as delineated or identified by symbol on Map 1H:</p> <p>(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</p> <p>(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</p> <p>(3) Major Transit Station Areas on a Priority Transit Corridor;</p> <p>(4) Major Transit Station Areas on a Commuter Rail Corridor;</p> <p>(5) <u>Proposed Major Transit Station Areas;</u></p> <p>(6) <u>Primary Regional Nodes;</u></p> <p>(7) <u>Secondary Regional Nodes; and,</u></p> <p>(8) <u>Regional Corridors.</u></p> <p>The Regional Urban Structure is supported by the <u>Local Urban Structures</u> identified in Local Official Plans which reflect this hierarchy of <u>Strategic Growth Areas</u> and may include additional <u>Local Nodes</u>.</p>
33	36	79.3	It is the <i>policy</i> of the Region to:	<i>no changes</i>
34	37		(1) Direct <i>development</i> with higher densities and mixed uses to Intensification Areas <u>Strategic Growth Areas</u> in accordance with the hierarchy identified in Section 79.2 of this Plan.	<i>no changes</i>
35	38		(2) Require Local Official Plans to identify Intensification Areas <u>Strategic Growth Areas</u> with detailed boundaries in accordance with the <i>objectives</i> and <i>policies</i> of this Plan, <u>and for Urban Growth Centres and Major Transit Station Areas, in accordance with the boundaries as delineated on Map 1H and Map 6.</u>	<i>no changes</i>
36	39		(3) Require the Local Municipalities to prepare detailed official plan <i>policies</i> or an <i>Area-Specific Plan</i> for the <i>development</i> of a new Intensification Area <u>Strategic Growth Area</u> or the <i>redevelopment</i> of an existing Intensification Area <u>Strategic Growth Area</u> , in accordance with Sections 48 and 77(5) <u>or for a Major Transit Station Area, in accordance within Section 81.2(4)</u> of this Plan. The provisions for Intensification Areas <u>Strategic Growth Areas</u> may be incorporated as part of a larger community plan.	<i>no changes</i>
37	40		(4) Require <i>Area-Specific Plans</i> or <i>policies</i> for Intensification Areas <u>Strategic Growth Areas</u> to include:	<i>no changes</i>

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			<p>a) a transportation network designed to integrate <i>active transportation</i>, local transit services and inter-municipal/inter-regional <i>higher order transit</i> services; and</p> <p>b) urban design guidelines to promote <i>active transportation</i> and transit supportive land uses in accordance with Regional standards under Section 79.3(5) 84(5).</p>	
38	41		(5) Adopt alternative design standards for <i>Arterial Roads</i> through Intensification Areas Strategic Growth Areas to promote <i>active transportation</i> , pedestrian-oriented <i>development</i> and transit-friendly facilities while maintaining the mobility function of the Major <i>Arterial Road</i> .	no changes
39	42		(6) Require the Local Municipalities to ensure the proper integration of Intensification Areas Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.	no changes
40	43		(7) Require the Local Municipalities to:	no changes
		a)	include Official Plan <i>policies</i> and adopt Zoning By-laws to meet <i>intensification</i> and mixed-use objectives for Intensification Areas Strategic Growth Areas ;	no changes
		b)	prescribe in Official Plans and Zoning By-laws minimum <i>development densities</i> for lands within Intensification Areas Strategic Growth Areas in accordance with the minimum density targets and target proportions of residents and jobs set out in Table 2b, where applicable ;	b) prescribe in Official Plans and Zoning By-laws minimum <i>development densities</i> for lands within Intensification Areas Strategic Growth Areas in accordance with the minimum density targets and target proportions of residents and jobs set out in Table 2b, where applicable ;
		c)	prohibit site-specific Official Plan or Zoning By-law amendments to reduce <i>development density</i> within an Intensification Area a Strategic Growth Area unless it is part of a <i>municipal comprehensive review</i> of the Official Plan or a review of the <i>Area-Specific Plan</i> for the Intensification Areas Strategic Growth Areas ; and	c) prohibit site-specific Official Plan or Zoning By-law amendments to reduce reductions to development density within an Intensification Area a Strategic Growth Area unless it is part of a municipal comprehensive review review of the Local Official Plan of the Official Plan or a review of the Area-Specific Plan for the Intensification Areas Strategic Growth Areas and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b ; and
		d)	promote <i>development densities</i> that will support existing and planned transit services.	no changes
41	44		(7.1) Encourage the Local Municipalities to implement a development permit system community planning permit system under the Planning Act for <i>development</i> approvals within Intensification Areas Strategic Growth Areas and in which case,	no changes

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			require that such a system be consistent with <i>policies</i> of this Plan.	
42	45		(7.2) Consider <i>intensification</i> and development of Intensification Areas <i>Strategic Growth Areas</i> as the highest priority of urban development within the <i>Region</i> and implement programs and incentives, including Community Improvement Plans and <i>Inclusionary Zoning in Protected Major Transit Station Areas</i> under the Planning Act, to promote and support <i>intensification</i> and further the development of <i>Affordable Housing</i> .	no changes
43	46		(7.3) Ensure that Intensification Areas <i>Strategic Growth Areas</i> are development-ready by: <ul style="list-style-type: none"> a) making available at the earliest opportunity water, waste water and transportation service capacities to support the <i>development densities</i> prescribed for Intensification Areas <i>Strategic Growth Areas</i>; and b) requiring Local Municipalities to adopt the Zoning By-laws under Section 81(7) <i>79.3(7)</i>, or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Intensification Areas <i>Strategic Growth Areas</i>. 	no changes
44	47		(8) Encourage the Local Municipalities to adopt parking standards and <i>policies</i> within Intensification Areas <i>Strategic Growth Areas</i> to promote the use of <i>active transportation</i> and public transit.	no changes
45	48		(9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Intensification Areas <i>Strategic Growth Areas</i> .	no changes
46	49		(10) Direct Regional services and facilities, appropriate in an urban setting, to Intensification Areas <i>Strategic Growth Areas</i> and encourage the Local Municipalities and other <i>public agencies</i> to do the same.	no changes
47	50		(10.1) Require the Local Municipalities to direct <i>major office</i> , retail and appropriate major institutional development to <i>Urban Growth Centres</i> , <i>Major Transit Station Areas</i> (including Metrolinx designated Mobility Hubs), areas with existing <i>frequent transit</i> services, or existing or planned <i>higher order transit</i> services.	no changes
48	51		(11) Monitor, in conjunction with the Local Municipalities and through the Annual <i>Intensification</i> Monitoring Report under Section 77(2.2) of this Plan, the performance of the Intensification Areas <i>Strategic Growth Areas</i> in achieving the <i>goals</i> and <i>objectives</i> and implementing the <i>policies</i> and targets of this Plan.	no changes
49	52		(12) Ensure the long-term operational and	(12) Ensure the long-term operational and

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			<p>economic viability of major employment uses, and achieve land use compatibility between major employment uses and sensitive land uses within or adjacent to Strategic Growth Areas, by requiring that such uses are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and risk to public health and safety is minimized, in accordance with Section 143(12) of this Plan.</p>	<p>economic viability of <u>existing or planned major facilities</u> major employment uses, and achieve land use compatibility between <u>major employment uses major facilities</u> and <u>sensitive land uses</u> within or adjacent to Strategic Growth Areas, by:</p> <p>a) <u>requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and, to minimize risk to public health and safety, in accordance with Provincial and Regional guidelines, standards and procedures; and, is minimized, in accordance with Section 143(12) of this Plan.</u></p> <p>b) <u>where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial and Regional guidelines, standards and procedures:</u></p> <p><u>[i] there is an identified need for the proposed use;</u></p> <p><u>[ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</u></p> <p><u>[iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and</u></p> <p><u>[iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</u></p>
50	53		<p>(13) <u>Require Local Municipalities to plan for employment uses within Strategic Growth Areas by:</u></p> <p>a) <u>establishing development criteria to ensure that the site-specific redevelopment of any employment lands retains space for a similar number of jobs to remain accommodated on site;</u></p> <p>b) <u>planning to achieve, where applicable, the target proportion of residents and jobs within the Strategic Growth Area as identified in Table 2b, through policies that:</u></p>	<p>no changes</p> <p>a) <u>establishing development criteria to ensure that, outside of Employment Areas, the site-specific redevelopment of any employment lands will retains space for a similar number of jobs to remain accommodated on site;</u></p> <p>b) <u>implementing policies and development criteria that support planning to achieve over the long-term, where applicable, the a target proportion of residents and jobs within the Strategic Growth Area as</u></p>

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				<p>identified in accordance with Section 55.3 and Table 2b of this Plan; through policies that:</p>
			<p>(i) identify a minimum employment target for the Strategic Growth Area;</p> <p>(ii) identify land use designations, permitted uses, and policies that support achieving both the minimum employment target and the target proportion of residents and jobs within the Strategic Growth Area;</p> <p>(iii) identify the minimum amount of gross floor area that should be planned for employment uses, including major office uses, within the Strategic Growth Area in order to meet the minimum jobs target and the target proportion of residents and jobs</p> <p>(iv) identify specific lands within the Strategic Growth Area to be planned for employment-focused mixed use development, and, identifying a minimum proportion or threshold of the total gross floor area within this area to be developed for employment uses, where appropriate;</p> <p>(v) encourage the development of employment uses as part of mixed use developments and in advance of or concurrent with residential and other non-employment uses, and where appropriate, require that the gross floor area provided for employment uses within such mixed use developments represents a majority or significant proportion of the total gross floor area; and</p> <p>(vi) identify other development criteria or policy approaches that support achieving the minimum employment target and target proportion of residents and jobs within the Strategic Growth Area.</p>	<p>(i) identify a minimum employment target for the Strategic Growth Area;</p> <p>(ii) identify land use designations, permitted uses, and policies that support achieving both the minimum employment target and the target proportion of residents and jobs within the Strategic Growth Area;</p> <p>(iii) identify the minimum amount of gross floor area that should be planned for employment uses, including major office uses, within the Strategic Growth Area in order to meet the minimum jobs target and the target proportion of residents and jobs</p> <p>(iv) identify specific lands within the Strategic Growth Area to be planned for employment-focused mixed use development, and, identifying a minimum proportion or threshold of the total gross floor area within this area to be developed for employment uses, where appropriate;</p> <p>(v) encourage the development of employment uses as part of mixed use developments and in advance of or concurrent with residential and other non-employment uses, and where appropriate, require that the gross floor area provided for employment uses within such mixed use developments represents a majority or significant proportion of the total gross floor area; and</p> <p>(vi) identify other development criteria or policy approaches that support achieving the minimum employment target and target proportion of residents and jobs within the Strategic Growth Area.</p>
			<p>d) utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support, and where feasible require, the development of employment uses; and</p>	<p>dc) utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support, and where feasible require, the development of employment uses; and</p>

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			e) monitoring on a regular basis and in conjunction with the Region, the amount of residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b, and if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable Area-Specific Plan.	ed) monitoring on a regular basis and in conjunction with the Region, the amount of residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b and/or an Area-Specific Plan, and if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable Area-Specific Plan.
51	54		(14) Only permit the addition of new Strategic Growth Areas to the Regional Urban Structure through a municipal comprehensive review of this Plan.	no changes
52	55		(15) Only permit the addition of new Local Nodes to a Local Urban Structure, if initiated by the Local Municipality through a review of a Local Official Plan.	no changes
53	56	80 84.1	The objectives of the Urban Growth Centres, as shown delineated on Map 4 Map 1H, are:	no changes
			(1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;	no changes
			(2) To accommodate and support major transit infrastructure the transit network at the regional scale and provide connection points for inter- and intra-regional transit;	no changes
			(3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and	no changes
			(4) To function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where accommodate a significant share of population and employment growth will be accommodated.	no changes
54	57	80.1 84.2	The Urban Growth Centres are parts of Intensification Areas Strategic Growth Areas, which in turn are parts of the Urban Area and therefore are subject to the objectives and policies for both Intensification Areas Strategic Growth Areas and the Urban Area. The boundaries of the Urban Growth Centres as shown delineated on Map 4 Map 1H are to be interpreted in accordance with Section 52 of this Plan.	no changes
55	58	80.2 84.3	It is the policy of the Region to:	no changes
			(1) Require Urban Growth Centres to be planned to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier as identified in Table 2b.	no changes
			(2) Require Local Official Plans to show how the development density target for Urban Growth Centres under Section 81.3(1) 80.2(1) can be met, including the submission to the Region of any	(2) Require Local Official Plans to show how policies have been developed to plan to achieve the development density target for Urban Growth Centres under Section 81.3(1) 80.2(1) can be met, including the

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			supporting background documentation.	submission to the <i>Region</i> of any supporting background documentation.
56	59	-	82. [Section number not in use.]	<i>no changes</i>
57	60	-	83. [Section number not in use.]	<i>no changes</i>
58	61	81 [Title]	Major Transit Station Areas	<i>no changes</i>
59	62	81	<u>The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:</u>	<i>no changes</i>
			(1) <u>To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit supportive densities through existing or planned frequent transit service.</u>	<i>no changes</i>
			(2) <u>To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.</u>	(2) <u>To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that supports the area in a pedestrian-oriented urban environment.</u>
			(3) <u>To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit supportive growth.</u>	<i>no changes</i>
			(4) <u>To achieve multimodal access to stations and support complete communities.</u>	<i>no changes</i>
			(5) <u>To plan for a diverse mix of uses, including second units and Affordable Housing, where appropriate.</u>	<i>no changes</i>
			(6) <u>To protect existing significant employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.</u>	(6) <u>To protect existing significant employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.</u>
				(7) <u>To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character to be determined through the preparation of Area-Specific Plans.</u>
60	63	81.1	<u>The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), as delineated on Map 1H and Map 6, are identified as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.</u>	<i>no changes</i>
61	64	81.2	<u>It is the policy of the Region to:</u>	<i>no changes</i>
			(1) <u>Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2.</u>	(1) <u>Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.</u>
			(2) <u>Require Local Official Plans to plan to achieve:</u>	<i>no changes</i>

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			a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and,	no changes
			b) the target proportion of residents and jobs within each Major Transit Station Area as set out in Table 2b, where applicable.	b) the a general target proportion of residents and jobs within each Major Transit Station Area as set out in in accordance with Section 55.3 and Table 2b of this Plan, where applicable.
			(2.1) The minimum density target for an individual Major Transit Station Area may be revised prior to the completion of the municipal comprehensive review, to address recommendations of the municipal comprehensive review and/or Local Municipal planning studies.	(2.1) The minimum density target for an individual Major Transit Station Area may be revised prior to the completion of as part of the municipal comprehensive review, to address recommendations of the municipal comprehensive review and/or Local Municipal planning studies.
			(3) Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.	no changes
			(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:	no changes
			a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.	no changes
			b) identifies the target proportion of residents and jobs that must be planned for in accordance with Table 2b.	b) identifies the a target proportion of residents and jobs that must to be planned for in accordance with Section 55.3 and Table 2b of this Plan.
			c) identifies land uses to support complete communities.	no changes
			d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.	no changes
			e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.	no changes
			f) achieves land use compatibility, by ensuring that the development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Section 143(12) of this Plan.	f) achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12)

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				<u>and 83.2(7), 143(12) of this Plan.</u>
			g) <u>are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.</u>	g) <u>identifies transportation and transit networks which are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.</u>
			h) <u>encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.</u>	no changes
			i) <u>establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report prepared by the Region or a Local Municipality that includes an analysis of demographics, income, housing supply and housing need and demand, current average market prices and rents, and an analysis of the potential impacts of Inclusionary on the housing market to the satisfaction of the Region.</u>	i) <u>establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report in accordance with the Planning Act, which is prepared by the Region or a Local Municipality that includes an analysis of demographics, income, housing supply and housing need and demand, current average market prices and rents, and an analysis of the potential impacts of Inclusionary on the housing market to the satisfaction of the Region.</u>
			j) <u>includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of this Plan.</u>	no changes
				k) <u>may identify stable residential neighbourhoods where only contextually appropriate intensification opportunities in keeping with the neighbourhood character are contemplated.</u>
62	65	81.3 [Title]	<u>Proposed Major Transit Station Areas</u>	<u>Proposed Major Transit Stations & Major Transit Station Areas</u>

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Draft	Final			
63	66	81.3	<p>The <i>objectives</i> of Proposed <i>Major Transit Station Areas</i> as identified on Map 1H and Map 6 are:</p> <ol style="list-style-type: none"> (1) To provide opportunities to leverage Provincial transit <i>infrastructure</i> investments through the identification and development of new station areas to support growth and achieve transit supportive densities through existing or planned <i>frequent transit service</i>. (2) To identify a proposed station area that would achieve increased residential and employment densities to support existing and planned transit service. 	<p>The <i>objectives</i> of the Proposed <i>Major Transit Station Area</i> as identified on Map 1H and Map 6 are:</p> <ol style="list-style-type: none"> (1) To provide opportunities to leverage Provincial transit <i>infrastructure</i> investments through the identification and development of new station areas to support growth and achieve transit supportive densities through existing or planned <i>frequent transit service</i>. (2) To identify <i>support identification of a new a proposed station area</i> that would achieve increased residential and employment densities to support existing and planned transit service.
64	67	81.4	<p>It is the <i>policy</i> of the Region to:</p> <ol style="list-style-type: none"> (1) Require the boundaries of the Proposed <i>Major Transit Station</i> to be delineated once the location has been determined in accordance with the following principles: <ol style="list-style-type: none"> a) establish a preliminary boundary that is within a 500m to 800m radius of the transit station b) refine the preliminary boundary to exclude undevelopable lands including the Regional Natural Heritage System or areas protected by Provincial Plans such as the Greenbelt Plan, Niagara Escarpment Plan and the Parkway Belt West Plan. (2) Once the location of a <i>Proposed Major Transit Station Area</i> has been determined and delineated, establish a minimum density target, as in accordance with the policies of this Plan. (3) Require the local municipalities to prepare an area specific plan for a delineated proposed <i>Major Transit Station Area</i> in accordance with Section 81.2(4). (4) Any review of <i>development</i> applications within a <i>Major Transit Station Area</i> as delineated on Map 6 and a proposed <i>Major Transit Station Area</i> must consider the <i>goals, objectives</i> and <i>policies</i> of this plan, including in the period before the Local Municipalities have established <i>Major Transit Station Area</i> policies in accordance with Section 16(17) of the Planning Act. 	<p>It is the <i>policy</i> of the Region to:</p> <ol style="list-style-type: none"> (1) Require the boundaries of the a Proposed <i>Major Transit Station Area</i> to be delineated once the location has been determined in accordance with the following principles: <ol style="list-style-type: none"> a) establish a preliminary boundary that is within a 500m to 800m radius of the transit station b) refine the preliminary boundary to exclude undevelopable lands including the Regional Natural Heritage System or areas protected by Provincial Plans such as the Greenbelt Plan, Niagara Escarpment Plan and the Parkway Belt West Plan. (2) Once the location of a <i>Proposed Major Transit Station Area</i> has been determined and delineated, establish a minimum density target, as in accordance with the policies of this Plan. (3) Require the Local Municipalities to prepare an <i>Area-Specific Plan</i> for a delineated <i>proposed Major Transit Station Area</i> in accordance with Section 81.2(4). (4) Any review of <i>development</i> applications within a <i>Major Transit Station Area</i> as delineated on Map 6 and <i>or in proximity to a Proposed Major Transit Station Area as identified on Map 1H</i> must consider the <i>goals, objectives</i> and <i>policies</i> of this Plan, including in the period before the Local Municipalities have established <i>Major Transit Station Area</i> policies in accordance with Section 16(17) of the Planning Act.
65	68	82 [Title]	Regional Nodes	no changes
66	69	82	<p>The <i>objectives</i> of the <i>Regional Nodes</i>, as identified by symbol on Map 1H, are:</p> <ol style="list-style-type: none"> (1) To recognize <i>Strategic Growth Areas</i> in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of <i>public</i> 	no changes
				no changes

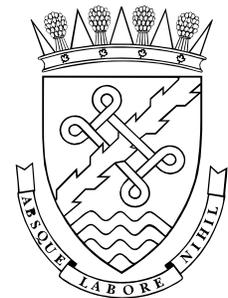
Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
			<p><u>service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.</u></p> <p><u>(2) To leverage infrastructure investments and the development of public service facilities to support forecasted growth.</u></p> <p><u>(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.</u></p>	<p>no changes</p> <p>no changes</p>
				<u>(4) To reflect and reinforce Local Urban Structures.</u>
67	70	<u>82.1</u>	<p><u>The Regional Nodes as identified on Map 1H by symbol are:</u></p>	<p>no changes</p>
			<p><u>(1) Primary Regional Nodes that are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context:</u></p> <p>a) <u>Uptown Core, Oakville;</u> b) <u>Hospital District, Oakville;</u> c) <u>Milton Education Village, Milton;</u> d) <u>Palermo Village, Oakville;</u> <u>and</u> e) <u>Uptown Urban Centre, Burlington</u></p>	<p>no changes</p>
			<p><u>(2) Secondary Regional Nodes that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for its context:</u></p> <p>a) <u>Neyagawa Urban Core, Oakville;</u> b) <u>Kerr Village, Oakville;</u> c) <u>Bronte Village, Oakville;</u> d) <u>Downtown Oakville;</u> e) <u>Downtown Urban Centre, Burlington;</u> f) <u>Downtown Georgetown, Halton Hills;</u> g) <u>Guelph Street Corridor, Halton Hills;</u></p>	<p>no changes</p>
68	71	<u>82.2</u>	<p><u>It is the policy of the Region to:</u></p>	<p>no changes</p>
			<u>(1) Direct development with higher densities</u>	no changes

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
			<p><u>and mixed uses to <i>Regional Nodes</i> in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.</u></p> <p><u>(2) Require the Local Municipalities to delineate the boundaries of <i>Regional Nodes</i>, and identify a minimum density target expressed as the minimum number of residents and jobs per hectare for the delineated area.</u></p> <p><u>(3) For applicable <i>Regional Nodes</i> identified in Table 2b, require the Local Municipalities to plan to achieve the minimum jobs target or population to employment ratio specified.</u></p> <p><u>(4) Require the Local Municipalities to prepare detailed official plan <i>policies</i> or an <i>Area-Specific Plan</i> for <i>Regional Nodes</i>, in accordance with Sections 48 and 77(5) of this Plan.</u></p>	<p>(2) Require Encourage the Local Municipalities to delineate the boundaries of <i>Regional Nodes</i>, and identify a minimum density target expressed as the minimum number of residents and jobs per hectare for the delineated area.</p> <p>(3) For applicable Primary <i>Regional Nodes</i> identified in Table 2b, require the Local Municipalities to plan to achieve the a target proportion of residents and jobs specified in accordance with Section 55.3 and Table 2b of this Plan.</p> <p>no changes</p>
69	72	83 77.4	The <i>objectives</i> of the <i>Employment Areas</i> are: [...]	no changes
70	73	83.1 77.2	The <i>Employment Areas</i> , are shown as an overlay on top of the Urban Area on Map-1 Map 1H , and are subject to the <i>objectives</i> and <i>policies</i> for the Urban Area. Their boundaries are to be interpreted in accordance with Section 52 of this Plan. Additional <i>Employment Areas</i> may be introduced within the Urban Area by amendment to this Plan based on the completion of an <i>Area-Specific Plan</i> or an amendment to the Local Official Plan.	no changes
71	74	83.2 77.4	It is the <i>policy</i> of the <i>Region</i> to: [...]	no changes
72	75	83.2(7)	<p><u>(7) Where <i>Employment Areas</i> are located within a <i>Major Transit Station Area</i> as delineated on Map 1H, recognize the dual role and function of these <i>Major Transit Station Areas</i> as mixed use <i>Strategic Growth Areas</i> as well as the location of important existing employment uses, and, require Local Municipalities to plan for these areas by:</u></p> <p>a) <u>recognizing the importance of existing employment uses and the potential for employment growth and intensification within the <i>Employment Area</i> and within adjacent mixed use areas;</u></p> <p>b) <u>providing an appropriate interface between the <i>Employment Area</i> and adjacent mixed use areas to maintain land use compatibility; and</u></p> <p>c) <u>only permitting development within adjacent mixed use areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance</u></p>	<p><u>(7) Where <i>Employment Areas</i> are located within a <i>Major Transit Station Area</i> as delineated on Map 1H, recognize the dual role and function of these <i>Major Transit Station Areas</i> as mixed use <i>Strategic Growth Areas</i> as well as the location of important existing employment uses, and, require the Local Municipalities, to when planning for these areas through an <i>Area-Specific Plan</i> in accordance with Section 81.2(4) of this Plan, by to:</u></p> <p>a) <u>recognizing recognize the importance of the protection of existing employment uses and the potential for appropriate employment growth and intensification within the <i>Employment Area</i> and within adjacent mixed use non-employment areas;</u></p> <p>b) <u>providing provide an appropriate interface between the <i>Employment Area</i> and adjacent mixed use non-employment areas to maintain land use compatibility; and</u></p> <p>c) <u>only permitting development sensitive land uses within adjacent mixed use non-</u></p>

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
			<u>with Section 79.3(12) of this Plan.</u>	<u>employment areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Section 79.3(12) of this Plan.</u>
73	76	170(4.2)	Protect employment lands for economic development during the current planning period to 2031 <u>2051</u> into accordance with Sections 77.4 <u>83</u> and 77.2 <u>83.1</u> of this Plan.	<i>no changes</i>
PART VI – DEFINITIONS				
74	77	240	[Section number not in use.] <u>FREQUENT TRANSIT means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.</u>	<i>no changes</i>
75	78	253.2	<u>INTENSIFICATION AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification; Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors, and Mixed Use Nodes.</u> [Section number not in use.]	<i>no changes</i>
76	79	253.3	<u>INTENSIFICATION CORRIDOR means Intensification Areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.</u> [Section number not in use.]	<i>no changes</i>
77	80	255.1	<u>LOCAL NODE means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed use intensification at a scale appropriate to the context.</u>	<i>no changes</i>
78	81	255.2	<u>LOCAL URBAN STRUCTURE means an urban structure defined by a Local Municipality in an approved Official Plan, which furthers the growth management and community building objectives of the Local Municipality, and complements the Regional Urban Structure, in conformity with the Regional Official Plan.</u>	<i>no changes</i>
-	82	256.3	-	<u>MAJOR FACILITIES means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.</u>
79	83	258.1	MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.	<i>no changes</i>

Item No.		Section	Initial Modification (Draft ROPA 48)	Final Modification (Recommended ROPA 48)
Draft	Final			
80	84	259.3	<p>MOBILITY HUB means <u>Major Transit Station Areas (MTSA's)</u> that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for <u>Mobility Hubs</u> relative to other MTSA's, it is recommended that the <u>Mobility Hub</u> areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other <u>MTSA's</u>.</p> <p><u>MULTIMODAL</u> means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter), trucks, air and marine.</p>	no changes
81	85	267	[Section number not in use.] <u>PRIORITY TRANSIT CORRIDOR</u> means a transit corridor shown in Schedule 5 of the Growth Plan, 2019.	no changes
82	86	269.1	<u>PUBLIC SERVICE FACILITIES</u> means lands, buildings and structure for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and education programs, long-term care services and cultural services.	no changes
83	87	272	[Section number not in use.] <u>REGIONAL CORRIDOR</u> means a <u>Strategic Growth Area</u> identified along major roads, arterials or <u>higher order transit corridors</u> that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects.	no changes
84	88	273	[Section number not in use.] <u>REGIONAL NODE</u> means a <u>Strategic Growth Area</u> derived from a <u>Local Urban Structure</u> that has a role in the accommodation of mixed use intensification, and supporting the transit network in the <u>Region</u> , which merits its identification as a component of the <u>Regional Urban Structure hierarchy</u> .	no changes
85	89	280.2	<u>STRATEGIC GROWTH AREAS</u> means the lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification. <u>Strategic Growth Areas</u> include <u>Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes</u> as identified in Local Official Plans.	<u>STRATEGIC GROWTH AREAS</u> means the lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. <u>Strategic Growth Areas</u> include <u>Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes</u> as identified in Local Official Plans.
86	90	286.1	<u>URBAN GROWTH CENTRE</u> means the areas identified delineated on <u>Map 1 Map 1H</u> of this Plan, which for Halton includes the areas known as Downtown Burlington, Downtown Milton and Midtown Oakville.	no changes

The document below provides excerpts of a Draft Consolidation of the Regional Plan showing the effect of the changes identified in ROPA 48 as it was presented to Regional Council in Attachment #1 to LPS60-21. The proposed changes are shown as **additions** and **deletions**. In the event of a conflict between the details of ROPA 48, as described under Part B of this Amendment and document below, the former shall prevail.



HALTON REGION OFFICIAL PLAN

*Official Plan for the Halton Planning Area
Regional Municipality of Halton*

*Office Consolidation
June 19, 2018*

**EXCERPTS IDENTIFYING THE EFFECT OF
REGIONAL OFFICIAL PLAN AMENDMENT NO. 48 AS
PRESENTED IN REPORT NO. LPS60-21**

Date: July 7, 2021

PART II BASIC POSITION

HALTON'S PLANNING VISION

25. Regional Council supports the concept of "sustainable development", which meets the need of the present without compromising the ability of future generations to meet their own need. ("Our Common Future, The World Commission on Environment and Development, 1987") Planning decisions in *Halton* will be made based on a proper balance among the following factors: protecting the *natural environment*, preserving *Prime Agricultural Areas*, enhancing its economic competitiveness, and fostering a healthy, equitable society. Towards this end, Regional Council subscribes to the following principles of sustainability: that natural resources are not being over-used; that waste generated does not accumulate over time; that the *natural environment* is not being degraded; and that this and future generations' capacity to meet their physical, social and economic needs is not being compromised. The overall *goal* is to enhance the quality of life for all people of *Halton*, today and into the future.
26. *Halton* recognizes its strategic location within the Greater Toronto and Hamilton Area and the importance of population and employment growth to the social and economic life of its residents. *Halton* expects further urbanization and changes to its landscape within the planning period between now and ~~2031~~ 2051. In this regard, *Halton* will undertake the necessary steps to ensure that growth will be accommodated in a fashion that is orderly, manageable, yet sensitive to its *natural environment*, heritage and culture. To maintain *Halton* as a desirable and identifiable place for this and future generations, certain landscapes within *Halton* must be preserved permanently. This concept of "landscape permanence" represents *Halton's* fundamental value in land use planning and will guide its decisions and actions on proposed land use changes accordingly.
27. In *Halton's* vision, its future landscape will always consist of three principal categories of land uses in large measures:
- (1) *settlement areas* with identifiable communities,
 - (2) a rural countryside where *agriculture* is the preferred and predominant activity, and
 - (3) a natural heritage system that is integrated within *settlement areas* and the rural countryside, to preserve and enhance the biological diversity and *ecological functions* of *Halton*.

The land uses in these categories are complementary to each other and will together move *Halton* towards the goal of sustainability. Each will always exist in large measures over time, both during and beyond the planning period.

28. [Section number not in use.]
29. The concept of landscape permanence will be reflected in the *goals, objectives, and policies* of this Plan. In pursuit of this concept, Regional Council will exercise its powers and authority, as permitted by legislation, and deploy its resources accordingly. Other government agencies, as well as individuals or corporations, making decisions affecting *Halton's* landscape are also encouraged to incorporate this concept.
30. Although the best means of preserving landscapes is by public ownership, the *Region* believes that this is impractical or unnecessary in most cases. Instead, the preservation should be a shared value among *Halton's* residents, land owners, business sector, *development* industry, agricultural community and government agencies. Regional Council therefore advocates the principle of “land stewardship”--that all land owners are entitled to reasonable use and enjoyment of their land but they are also stewards of the land and should give proper regard to the long term environmental interests in proposing any land use change to their land. Within the rural area the protection and use of rural resources including *agriculture* is supported as the predominant use in harmony with the *natural environment*. As well, within parts of the natural heritage system, *agriculture* supported as the predominant use in harmony with the *natural environment*. In its approach to making planning decisions, Council will refer to the concept of sustainable development and the principles of sustainability, i.e., seeking a balance among the environmental, economic and social interests.
31. In its vision of planning for *Halton's* future, *Halton* believes in building “healthy communities”. A healthy community is one:
- (1) that fosters among the residents a state of physical, mental, social and economic well-being;
 - (2) where residents take part in, and have a sense of control over, decisions that affect them;
 - (3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;
 - (4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
 - (5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and
 - (6) where the principles of sustainability are embraced and practised by residents, businesses and governments.

32. Finally, *Halton* recognizes the importance of a sustainable and prosperous economy and the need for its businesses and employers to compete in a world economy. Towards this end, *Halton* will actively maintain, develop and expand its economic and assessment base through economic development strategies, timely provision of *infrastructure*, cost-effective delivery of services, strong fiscal management, proactive planning *policies*, and support for *development* opportunities that respond to the vision and *policies* of this Plan.
33. In summary, *Halton* will use the concept of sustainable development and principles of sustainability to guide its land use decisions and hence achieve its planning vision. Stated plainly, this vision is to preserve for this and future generations a landscape that is rich, diverse, balanced, productive and sustainable, and a society that is economically strong, equitable and caring. Specifically, such a vision will be delivered through the two main themes of land stewardship and healthy communities. Part III, Land Stewardship Policies, describes area-specific land use *policies* that apply to designated geographical areas of *Halton* to support the concept of landscape permanence. Part IV, Healthy Communities Policies, contains general *policies* that apply to all land use decisions to be made in *Halton*.

PLANNING HORIZON

34. For certain physical elements of this Plan for which incremental decision-making is practical and desirable, e.g. population **and employment** forecasts and **the supply of land within settlement areas** **urban envelopes**, the planning horizon is the year **2031** **2051**.
35. For other more durable elements, **such as the agricultural and natural heritage systems and Strategic Growth Areas**, and the planning vision of this Plan, the horizon is far beyond the year **2031** **2051**. Regional Council is cognizant of the fact that land use decisions have a permanent impact on the landscape and should be made in the context of a time frame well beyond the planning horizon.

HALTON AND THE PROVINCE OF ONTARIO

36. In preparing and adopting this Plan, the *Region* has recognized and considered carefully those Provincial Plans and policies currently in effect. To the extent Regional Council deems appropriate for *Halton*, *Halton* proceeds on the premise that *Halton* can adopt positions and *policies* more *restrictive* than the Province, unless doing so would conflict with Provincial Plans and policies.
37. The *Region* views its relationship with the Province of Ontario as encompassing the following:

- (1) effecting Provincial Plans and policies in the context appropriate for *Halton* and its Local Municipalities and within the *Region's* financial capability;
- (2) acting on behalf of the Province in planning approvals, application reviews and matters that have been delegated to the *Region* under the Planning Act or other Provincial legislation;
- (3) coordinating plans, programs and activities among Provincial ministries, the *Region* and the Local Municipalities; and
- (4) responding to Provincial initiatives and proposed policies, plans and legislation after consulting its Local Municipalities and *public agencies* in *Halton*.

38. The *Region* will encourage the Province to:

- (1) provide clear Provincial direction on planning issues;
- (2) streamline Provincial legislation and the land use planning process;
- (3) increase coordination and set priorities of mandate among Provincial ministries and agencies;
- (4) sort out and assign responsibilities to the appropriate level of government based on the principle of direct accountability supported by appropriate fiscal resources; and
- (5) provide the necessary tools and resources, including fiscal and legislative ones, to assist the *Region* in implementing Provincial policies and plans in accordance with *goals, objectives* and *policies* of this Plan.

HALTON AND ITS SURROUNDING REGION

39. The Greater Toronto and Hamilton Area (GTHA), as currently defined, comprises the Cities of Toronto and Hamilton and the Regional Municipalities of Halton, Peel, York and Durham (see Figure 1). Extending this area to include the surrounding urban centres would encompass the Greater Golden Horseshoe region, the most populous and economically active part of Ontario. Some of these centres are the fastest growing areas within the Province. *Halton* is remarkably well situated within this conurbation of settlement.

FIGURE 1: GREATER TORONTO AND HALTON AREA

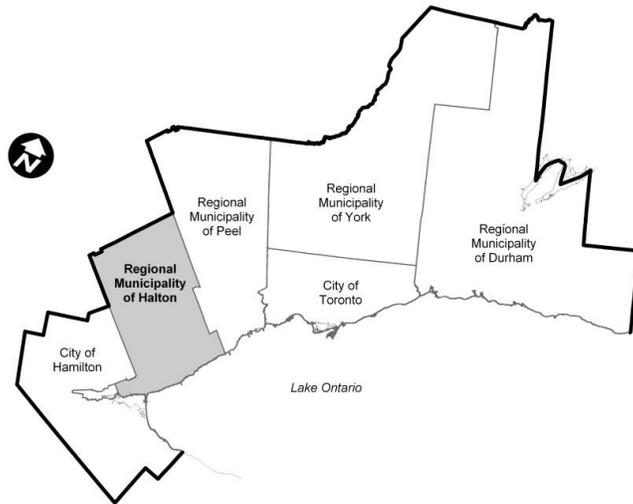
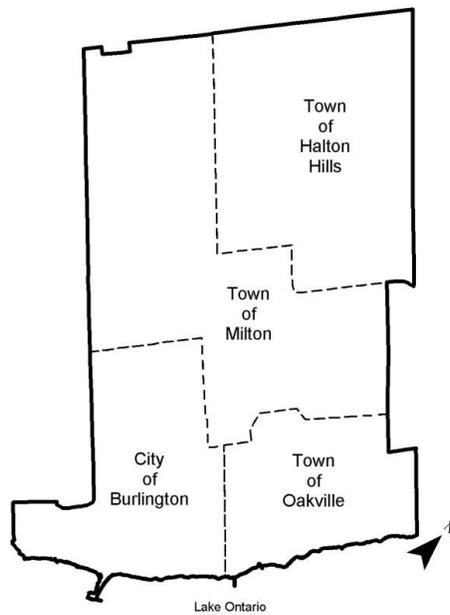


FIGURE 2: LOCAL MUNICIPALITIES IN HALTON



40. Halton Region acknowledges the need to consider its own planning area as part of a larger physical, social and economic entity such as the GTHA or the Greater Golden Horseshoe. The *natural environment* traverses political boundaries and environmental problems can only be dealt with effectively on a multi-jurisdictional, cooperative basis. Many social and economic issues that face *Halton* result from forces over which the *Region* has little control. Particular attention must be paid by Regional Council to inter-regional issues and forces affecting the GTHA and the surrounding area in an effort to apply Regional resources strategically to those matters over which it does have some control.
41. Halton Region views its role within the GTHA and its participation on GTHA issues as one of partnership with the other regions or cities and the Province to promote understanding of issues, to exchange openly information and views, and to seek solutions to common problems. In so doing, Regional Council will express and pursue its planning vision and *objectives* with vigour, firmly believing that the strength of the GTHA or the Province is founded on the diversity and individuality of its municipalities. Therefore, it is Regional Council's opinion that the GTHA partnership is an association of common interest and expediency and should remain as such.
42. *Halton* also recognizes its historical relationship and association with the neighbouring City of Hamilton, Regional Municipality of Peel, County of Wellington, and their respective member municipalities and will continue to coordinate with them its planning efforts and pursue common interests.

HALTON AND THE LOCAL MUNICIPALITIES

43. This Plan recognizes and is based on the following framework of roles and responsibilities for the *Region* and its four Local Municipalities: the City of Burlington and the Towns of Oakville, Milton and Halton Hills (see Figure 2).
44. The *Region's* primary role is to provide broad *policy* directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, *solid waste* management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities. The ~~structuring of communities and neighbourhoods and the internal configuration~~ Local Urban Structure of each of the Local Municipalities, for instance, are the responsibilities of the Local Municipalities as long as the overall planning vision for *Halton* and *policies* of this Plan, including the Regional Urban Structure, are adhered to.
45. The Planning Act requires that Local Municipalities' Official Plans and Zoning By-laws be amended to conform with this Plan.

46. The Regional Plan is a strategy for *development* of the entire *Region*, with sufficient detail to permit the achievement of *Halton's* planning vision and *objectives*.
47. Local Official Plans, covering the whole of each Local Municipality, are necessary extensions of The Regional Plan, and are intended to direct *development* in accordance with local desires while adhering to *policies* of this Plan. They will contain *development* phasing and land use distributions and standards at a level of detail sufficient for the implementation of both Regional and local *policies*, and for the preparation of Zoning By-laws and specific *development* proposals. In the event of conflict between *policies* of The Regional Plan and those of a Local Official Plan, the former shall prevail.
48. *Area-Specific Plans* such as secondary plans are to be prepared by the Local Municipalities for *settlement areas* such as new communities, *Intensification Areas* *Strategic Growth Areas* and *Hamlets* in accordance with *policies* of this Plan.
49. *Area-Specific Plans* shall be in conformity with Regional and Local Official Plans and be incorporated as amendments to the Local Official Plan.

HALTON'S REGIONAL STRUCTURE

50. The Regional Structure, as shown on Map 1, represents *Halton's* basic position on the use of land and natural resources within its planning area and is the framework within which Local Official Plans, amendments and by-laws shall be prepared.
- 50.1 The framework for the Regional Structure includes the provisions of the Provincial Policy Statement (2005) as well as the following Provincial Plans: the Niagara Escarpment Plan, the Parkway Belt West Plan, the Greenbelt Plan, and the Growth Plan for the Greater Golden Horseshoe.
- 50.2 The Regional Structure implements *Halton's* planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:
 - (1) *Settlement Areas*, consisting of the Urban Area and its Regional Urban Structure as shown on Map 1H, *Hamlets* and *Rural Clusters*, as shown on Maps 1E and 1G,
 - (2) *Agricultural System*, consisting of the *Agricultural Area* and those parts of the *Natural Heritage System* outside the *Key Features* or where the only *Key Feature* is a *significant* earth science area of natural and scientific interest, as shown on Map 1E, and
 - (3) *Natural Heritage System*, consisting of the *Regional Natural Heritage System* and the *Greenbelt Natural Heritage System*, as shown on Map 1G.

Certain parts of the Agricultural System and the Natural Heritage System overlap each other as they meet the *objectives* of both these systems. Specific land uses, however, under these categories are governed by *policies* and permitted uses according to mutually exclusive land use designations as described in Section 51 and constraints to development as described in Section 51.2.

51. The Regional Structure consists of the following mutually exclusive land use designations:
- (1) Urban Area, where *urban services* are provided to accommodate concentrations of existing and future *development*,
 - (2) Agricultural Area, within which the primary activity is *agricultural operation*,
 - (2.1) [Section number not in use.]
 - (2.2) *Hamlets*, which are compact rural communities,
 - (2.3) Mineral Resource Extraction Areas, where a valid licence has been issued under the Aggregate Resources Act,
 - (3) Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and *ecological functions* within *Halton*,
 - (3.1) Regional Waterfront Parks, to provide public access and recreational opportunities at strategic locations along *Halton's* waterfront, and,
 - (4) North Aldershot Policy Area, which implements the North Aldershot Inter-Agency Review, permitting a limited amount of *development* while protecting natural areas.
- 51.1 Boundaries of the following specific areas are also outlined on Map 1, to provide information and assist in the application of *policies*:
- (1) Niagara Escarpment Plan Area, as defined in the Niagara Escarpment Plan,
 - (2) Parkway Belt West Plan Area, as defined in the Parkway Belt West Plan, and
 - (3) Greenbelt Plan Protected Countryside Area, as defined in the Greenbelt Plan, and
 - (4) *Built Up Area*, generally based on the report *Built Boundary for the Growth Plan for the Greater Golden Horseshoe*, 2006 (2008).

To provide context, the three Provincial Plan Areas under Sections 51.1(1), 51.1(2) and 51.1(3), are shown on Map 1A, with additional details on the key Provincial land use designations.

51.2 Each land use designation has specific *goals, objectives* and *policies*, including permitted uses, governing *development* within the area so designated. Additionally, certain areas are subject to other *policies* and/or conditions for *development*, as described in Sections 139.3 to 139.12. They are as follows:

- (1) Greenbelt Natural Heritage System, as shown on Map 1,
 - (1.1) Parkway Belt Transportation and *Utility* Corridors, as shown on Map 1B,
- (2) Future Strategic Employment Areas, as shown on Map 1C,
- (3) Municipal Wellhead Protection Zones, as shown on Map 1D,
- (4) *Prime Agricultural Areas*, as shown on Map 1E,
- (5) Identified Mineral Resource Areas, as shown on Map 1F, and
- (6) *Key Features* of both the Greenbelt and Regional Natural Heritage Systems, as shown on Map 1G.

51.3 Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:

(1) *Strategic Growth Areas* that are subject to *policies* and/or conditions for *development* as described in Section 78 to 82.2 of this Plan and which are identified below as shown on Map 1H:

- (a) *Urban Growth Centres*;
- (b) *Major Transit Station Areas*;
- (c) *Proposed Major Transit Stations*;
- (d) *Primary Regional Nodes*;
- (e) *Secondary Regional Nodes*; and
- (f) *Regional Corridors*

The detailed boundaries of *Urban Growth Centres* and *Major Transit Station Areas* are identified on Map 6.

(2) *Regional Employment Areas* that are subject to *policies* and/or conditions for *development* as described in Section 83 to 83.2 of this Plan and which are shown on Map 1H,

(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan.

52. The boundaries of the land use designations, specific areas and constraint areas, as described under Sections 51, 51.1 and 51. 2, and 51.3 and as shown on Map 1 and Maps 1B through 1G 1H, are to be interpreted as follows:

- (1) Where the boundaries between two designations appear to coincide with such facilities as roads, railways, and electrical transmission lines, it is intended that the rights-of-way of such facilities will fall under the more *restrictive* of the two designations, unless otherwise indicated by specific *policies* of this Plan.
- (2) Where the boundaries are formed by a combination of such well-defined features as roads, railways, electrical transmission lines, municipal and property boundaries, original township *lot* or concession lines, streams, and topographic features, they are firm and fixed and can only be changed by a formal amendment to this Plan, unless otherwise exempted by specific *policies* of this Plan.
- (3) The interpretation of other boundaries that are not so well-defined, will be the responsibility of the *Region*, in consultation with appropriate agencies and their agents, based on the general intent of this Plan and utilizing the most detailed and up-to-date information available and/or site inspection.

53. [Section number not in use.]

54. [Section number not in use.]

55. The Regional Structure is accompanied by a growth strategy for *Halton* based on the distribution of population and employment for the planning horizon year of 2031 as contained in Table 1, which will be updated to the planning horizon year of 2051 through the municipal comprehensive review and in accordance with the Regional phasing outlined on Map 5, as well as by other *infrastructure* elements such as transportation systems and *urban services* and other *policies* of this Plan.

55.1 The Regional Structure also sets out targets for intensifying *development* within the *Built-Up Area*, and *development density* in the *Designated Greenfield Areas* as contained in Table 2.

55.2 The Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031 between the *Built-Up Areas* and the *Designated Greenfield Areas* in Table 2a.

55.3 The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b. This includes:

a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and

b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provide the change does not compromise the overall intent of the Region’s growth strategy.

56. Guided by Halton's planning vision, policies in this Plan are developed to ensure the integrity, maintenance and enhancement of the Regional Structure.

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION *

Municipality	Population ¹			Employment		
	2006	2031	<u>2051</u>	2006	2031	<u>2051</u>
Burlington	171,000	193,000	* -	88,000	106,000	* -
Oakville	172,000	255,000	* -	82,000	127,000	* -
Milton	56,000	238,000	* -	28,000	114,000	* -
Halton Hills	58,000	94,000	* -	20,000	43,000	* -
Halton Region ²	456,000	780,000	<u>1,100,000</u>	218,000	390,000	<u>500,000</u>

** The population and employment forecasts and plan horizon of 2031 contained in Table 1 will apply to all planning matters in Halton Region, including lower-tier planning matters until Halton Region has distributed the 2051 population and employment to the Local Municipalities, to replace the 2031 forecasts and to be determined through the municipal comprehensive review*

¹ Population numbers in this table are “total population” numbers including approximately 4% undercoverage from the official “Census population” numbers reported by Statistics Canada.

² Totals for the Region may not add up due to rounding.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Municipality	Minimum Number of New Housing Units to Be Added To the <i>Built-Up</i> Area Between 2015 and 2031	Minimum Overall <i>Development Density</i> in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare)¹
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region ²	32,200 ²	50

¹ In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

² This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

TABLE 2A REGIONAL PHASING

Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Halton Region				
Units in Designated Greenfield Area	17,899	16,606	16,350	14,371
Low Density Units	11,322	11,398	9,855	10,622
Medium & High Density Units	6,577	5,208	6,495	3,749
Units inside the <i>Built Boundary</i>	9,187	12,245	11,606	11,699
Employment	37,460	39,191	28,026	34,290

Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Oakville				
Units in Designated Greenfield Area	6,155	5,152	2,206	1,251
Low Density Units	3,382	3,354	477	699
Medium & High Density Units	2,773	1,798	1,729	552
Units inside the Built Boundary	4,235	5,068	4,323	4,189
Employment	15,516	14,311	1,782	5,781
Burlington				
Units in Designated Greenfield Area	428	432	133	221
Low Density Units	287	302	106	123
Medium & High Density Units	141	130	27	98
Units inside the Built Boundary	2,525	2,758	2,669	2,659
Employment	3,055	4,136	1,299	1,204
Milton				
Units in Designated Greenfield Area	10,644	10,175	10,075	9,126
Low Density Units	7,030	6,991	7,067	7,398
Medium & High Density Units	3,614	3,184	3,008	1,728
Units inside the Built Boundary	1,910	3,502	2,558	2,764
Employment	18,102	18,552	15,525	17,699
Halton Hills				
Units in Designated Greenfield Area	672	847	3,936	3,773
Low Density Units	623	751	2,205	2,402
Medium & High Density Units	49	96	1,731	1,371
Units inside the Built Boundary	517	917	2,056	2,087
Employment	787	2,192	9,420	9,606

TABLE 2b STRATEGIC GROWTH AREA TARGETS

Strategic Growth Area	Minimum Density Target * (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs **	
		Residents	Jobs
<u>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</u>			
Midtown Oakville / Oakville GO	200	~65%	~35%
Downtown Burlington / Burlington GO	200	~65%	~35%
<u>Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor</u>			
Downtown Milton / Milton GO	200	~80%	~20%
<u>Major Transit Station Areas on a Priority Transit Corridor</u>			
Bronte GO	150	~40%	~60%
Appleby GO	120 **	~40%	~60%
<u>Major Transit Station Areas on a Commuter Rail Corridor</u>			
Aldershot GO	150	~80%	~20%
Georgetown GO ****	TBD	TBD	TBD
Acton GO ****	TBD	TBD	TBD
<u>Primary Regional Nodes</u>			
Uptown Core, Oakville	n/a	~85%	~15%
Hospital District, Oakville	n/a	~40%	~60%
Milton Education Village	n/a	~55%	~45%
Palermo Village, Oakville	n/a	~85%	~15%
Uptown Urban Centre, Burlington	n/a	~70%	~30%

* For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan

** To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan

*** Alternative target subject to Ministers approval.

**** Targets to be determined through the municipal comprehensive review.

PART III LAND STEWARDSHIP POLICIES

DEVELOPMENT CRITERIA

57. *Development* is directed to environmentally suitable areas with the appropriate land use designation in accordance with the *goals, objectives* and *policies* of this Plan.
58. Uses are permitted as specified for each land use designation provided that:
 - (1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;
 - (1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the *Region*; and
 - (2) *development* meets all applicable statutory requirements, including regulations, Official Plan *policies*, zoning by-laws, and municipal by-laws.
59. No building permits should be issued by a Local Municipality until Section 58 has been complied with.
60. Where a *lot* is located in more than one land use designation, *development*, if permitted, should be located on that portion of the *lot* within the least *restrictive* designation.
61. In addition to those *policies* governing the land use designation(s) where it is located, *development* may be affected by, and:
 - (1) shall be consistent with *objectives* and *policies* relating to areas of constraint as shown on Map 1 or Maps 1B through 1G, and the *objectives* and *policies* relating to the Regional Urban Structure as shown on Map 1H;
 - (2) shall be consistent with all applicable *goals, objectives* and *policies* under Part IV of this Plan;
 - (3) may be subject to the applicable regulations of the appropriate *Conservation Authority*; and
 - (4) [Section number not in use.]
 - (5) [Section number not in use.]
 - (6) shall have regard for the requirement for pre-consultation for Regional Official Plan Amendments and plans of subdivision between the proponent, the *Region*, the approval authorities and agencies, as outlined in Section 187(3), and submission of other information prescribed by the *Region* to support applications for Regional Official Plan Amendments, plans of subdivision and consent applications, as outlined in Section 187(10) of this Plan.

62. All *development* within the Niagara Escarpment Plan Area is subject to the provisions of the Niagara Escarpment Planning and Development Act and the Niagara Escarpment Plan, as well as applicable *policies* of this Plan, Local Official Plan, and Local Zoning By-laws.
63. All *development* within the Parkway Belt West Plan Area is subject to the provisions of the Ontario Planning and Development Act, applicable Provincial Land Use Regulations, the Parkway Belt West Plan, the Greenbelt Plan (where applicable) as well as *policies* of this Plan and Local Official Plan, and Local Zoning By-laws.
- 63.1. All *development* within the Greenbelt Plan Protected Countryside Area and Greenbelt Natural Heritage System, as shown on Map 1, is subject to the provisions of the Greenbelt Act and the Greenbelt Plan, as well as applicable *policies* of this Plan, Local Official Plan, and Local Zoning By-laws.
64. In the event of conflict between provisions of this Plan and those of the Niagara Escarpment Plan, the Parkway Belt West Plan or the Greenbelt Plan, the Provincial Plans shall prevail. Provisions of this Plan that are more *restrictive* than those of the Provincial Plans, however, shall apply unless doing so would conflict with the Provincial Plans.
65. The creation of new *lots* in any land use designation is permitted only by specific *policies* of this Plan.
66. Subject to other *policies* of this Plan, applicable Local Official Plan *policies* and Zoning By-laws, and policies of the applicable Provincial Plan, new *lots* may be created:
- (1) for the purpose of acquisition by a *public body*;
 - (2) for the purpose of consolidating *lots*;
 - (2.1) for adjusting *lot* lines provided that:
 - a) the adjustment is minor and for legal or technical reasons such as *easements*, corrections of deeds and quit claims; and
 - b) the proposal does not result in additional building lots; or
 - (2.2) for the purpose of creating a new *lot* for conservation purposes as part of the Bruce Trail within the Niagara Escarpment Plan Area provided that the *lot* creation is in accordance with policies of the Niagara Escarpment Plan and is consistent with Regional and Local Official Plan policies.
 - (3) for an existing *residence surplus to a farm operation* as a result of a *farm consolidation* in the Agricultural System identified on Map 1E, provided that:
 - a) a minimum of one (1) farm residence is maintained as part of the consolidated farm operation;

- b) the *residence surplus to a farm operation* is habitable on the date of the application for severance and meets the local municipal standards for occupancy;
 - c) the applicant owns and operates the farm operation for a minimum of 3 years, as demonstrated through Land Title and Farm Business Registration Number;
 - d) as a condition of the severance the retained farm lot shall be either:
 - [i] merged on title with an adjacent farm lot if *abutting*, or
 - [ii] zoned to *Agricultural Purposes Only (APO)* to prohibit new dwellings in perpetuity, if *non-abutting*;
 - e) the lot associated with the *residence surplus to a farm operation*, shall be:
 - [i] limited in size to the minimum area needed to accommodate private servicing on the property, in keeping with the policies of this Plan; and
 - [ii] an existing use, built and occupied, since December 16, 2004;
 - f) the retained farm lot, created as a result of the severance, shall:
 - [i] be a minimum size of 20 hectares, if *non-abutting*; and
 - [ii] be in compliance with the Minimum Distance Separation Formulae; and
 - [iii] not be further severed, except as permitted by other policies of this Plan or relevant Provincial Plans; and
 - g) notwithstanding the policies of 66(3) c, d[ii], and e [ii], for lands in the Niagara Escarpment Plan Area outside of the Escarpment Natural Area and Mineral Resource Extraction Area, lot creation for a *residence surplus to a farming operation* is subject to the following criteria:
 - [i] the application for severance of the surplus residence must occur within two (2) years of the date that the lands were acquired as part of a *farm consolidation*;
 - [ii] lot creation is to be undertaken in accordance with the policies of the Niagara Escarpment Plan; and
 - [iii] the proposed surplus residence has been built and occupied for not less than ten (10) years, at the time of the application for severance.
67. The creation of new building *lots* on private services must meet minimum criteria set forth by the *Region's* Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection under Section 101(1.4) of this Plan.
68. *Single detached dwellings*, where permitted by *policies* of this Plan, are limited to one permanent dwelling per *lot* unless:

- (1) the residential use is accessory to *agriculture* in which case *objectives* and *policies* relating to the designation apply; or
- (2) for the purpose of preserving the local, provincial or national heritage value of an existing *single detached dwelling* within the Niagara Escarpment Plan Area, in which case a second *single detached dwelling* may be permitted in accordance with policies of the Niagara Escarpment Plan and the Local Official Plan.

Such additional dwellings on the same *lot* shall not be the basis for the creation of additional building *lots*.

69. An existing *agricultural operation* is a permitted use in all land use designations outside the Urban Area. Within the Urban Area, *agricultural uses* are encouraged and permitted as interim uses until the lands are required for the orderly phasing of urban *development*.
70. [Section number not in use.]
- 70.1 For lands falling within the Protected Countryside of the Greenbelt Plan, as shown on Map 1, the location and construction of infrastructure and expansions, extensions, operations, and maintenance of infrastructure are subject to the relevant policies of the Greenbelt Plan.

LAND USE DESIGNATIONS

71. The geographic area of *Halton* is divided into the following mutually exclusive land use designations, as shown on Map 1 with the exception of Regional Waterfront Parks, which are shown by symbol on Map 1 and detailed on Map 2:
- (1) Urban Area,
 - (2) Agricultural Area,
 - (3) [Section number not in use.]
 - (4) *Hamlets*,
 - (5) Mineral Resource Extraction Areas,
 - (6) Regional Natural Heritage System,
 - (7) Regional Waterfront Park, and,
 - (8) North Aldershot Policy Area.

Urban Area and the Regional Urban Structure

72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity.

72.1 The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the *Region's* desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable *natural environment*, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- (3) To provide a range of identifiable, inter-connected and *complete communities* of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- (4) To ensure that growth takes place commensurately both within and outside the *Built Boundary*.
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages *complete communities*, and is consistent with the *policies* of this Plan.
- (6) To identify ~~an urban structure~~ a Regional Urban Structure that ~~supports the development of Intensification Areas~~ directs growth to Strategic Growth Areas and protects Regional Employment Areas.
- (7) To plan and invest for a balance of jobs and housing in communities across the *Region* to reduce the need for long distance commuting and to increase the modal share for transit and *active transportation*.
- (8) To promote the adaptive re-use of *brownfield* and *greyfield sites*.
- (9) To facilitate and promote *intensification* and increased densities.
- (10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

- (10.1) To direct where employment uses should be located and to protect areas designated for such uses.
- (11) To provide opportunities for post-secondary education facilities to locate within *Halton*.
73. [Section number not in use.]
74. The Urban Area consists of areas so designated on Map 1 where *urban services* are or will be made available to accommodate existing and future urban *development* and amenities. ~~Within the Urban Area, *Employment Areas* and *Urban Growth Centres* are identified on Map 1 as overlays on top of the Urban Area, for which specific *policies* apply.~~
75. The Urban Area is planned to accommodate the distribution of population and employment for the *Region* and the four Local Municipalities as shown in Table 1, ~~and~~ the Regional phasing as shown in Table 2a, and the targets for *Strategic Growth Areas* as shown in Table 2b.
76. The range of permitted uses and the creation of new *lots* in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All *development*, however, shall be subject to the *policies* of this Plan.
77. It is the *policy* of the *Region* to:
- (1) Prepare, in consultation with the Local Municipalities, and adopt population, employment and Regional phasing forecasts in accordance with the distribution of population and employment contained in Table 1. Such forecasts shall:
 - a) be updated regularly but no less frequently than every five years;
 - b) be detailed for each Local Municipality;
 - c) show the annual population and employment increases between the current year and year 2031;
 - d) contain estimates of the annual number of new housing units by density type, consistent with the housing targets under Sections 86(6) and 86(6.1);
 - e) contain assignment of population, employment and housing units under Sections 77(1)c) and 77(1)d) to the *Built-Up Area*, *Designated Greenfield Area*, and outside the Urban Area, consistent with Table 2; and
 - f) contain estimates of *Affordable Housing* units to be achieved annually, consistent with the housing targets under Sections 86(6) and 86(6.1).
 - (2) [Section number not in use.]

- (2.1) Direct, through Table 2 and Table 2a, to the *Built-Up Area* a minimum of 40 per cent of new residential *development* occurring annually within *Halton* in 2015 and every year thereafter.
- (2.2) Provide an Annual *Intensification* Monitoring Report to Council that will include, for each Local Municipality and for the *Region* as a whole:
- a) the number of new housing units occurring in the *Built-Up Area*, in the previous year,
 - b) the departure, if any, of the numbers under Section 77(2.2)a) from the forecasts under Section 77(1)e),
 - c) starting in 2016, the cumulative deficit, if any, of new housing units occurring in the *Built-Up Area* between 2015 and the current year, and
 - d) should there be any significant deficits under Section 77(2.2)c),
 - [i] an evaluation of the performance and success of the *intensification* measures and *policies* in Section ~~81~~ 79.3; and
 - [ii] recommendations on a list of short term action items prepared in consultation with the Local Municipalities, that can be implemented immediately to more effectively accommodate all *intensification* opportunities prior to the next Monitoring Report.
- (2.3) Through amendment to this Plan, implement, without impacting the Region's commitments related to the financial and implementation plan under Section 77(17), a strategy to redress any significant deficits under Section 77(2.2)c) that may include one or more of the following measures:
- a) updating the assignment of housing units to the *Built-Up Area* under Section 77(1)e) for the period between the current year and 2031 while maintaining the *intensification* targets of Table 2;
 - b) limiting the annual number of new housing units occurring in the *Designated Greenfield Area* based on forecasts under Section 77(1)e);
 - c) requiring, once the limit under Section 77(2.3)b) is reached in any year, Local Municipalities to consider only approval of joint applications for *development* from both the *Built-Up Area* and the *Designated Greenfield Area* that deliver a minimum of 40 per cent of new units in the *Built-Up Area*; and/or
 - d) in consultation with the Local Municipalities and the *development* industry, investigating incentives to promote *intensification* and seek Provincial assistance, financial or otherwise, to support such incentives.
- (2.4) Require development occurring in Designated Greenfield Areas to:

- a) contribute towards achieving the *development density* target of Table 2 and the Regional phasing of Table 2a;
 - b) contribute to creating healthy communities;
 - c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
 - d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and
 - e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and *active transportation*.
- (3) Require the Local Municipalities and encourage *public agencies* in Halton to adopt and use the population and employment forecasts established under Section 77(1), as well as the population and employment distribution contained in Table 1, the targets contained in Table 2 and 2a, as the basis for their plans and provision of services.
- (4) Require the Local Municipalities to demonstrate with sufficient details, through their respective Official Plans and amendments thereof, how the distribution of population and employment in Table 1, the targets in Table 2, and the Regional phasing in Table 2a can be achieved and maintained at all times.
- (5) Require the Local Municipalities to prepare *Area-Specific Plans* or policies for major growth areas, including the *development* or redevelopment of communities. The area may contain solely employment lands without residential uses or solely an *Intensification Area*. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the *goals* and *objectives* of this Plan are being attained and shall include, among other things:
- a) a general statement of the intended character of the area or community,
 - b) boundaries of the area or community,
 - c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within *hazard lands*,
 - d) capacity targets of population, housing units and employment, including targets for *Affordable Housing*,
 - e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,

- f) location, types and density of residential and employment lands that contribute to creating healthy communities through:
 - [i] urban design,
 - [ii] diversity of land uses,
 - [iii] appropriate mix and densities of housing,
 - [iv] provision of local parks and open space,
 - [v] strengthening live-work relationship through a proper balance of residential and employment land uses, and
 - [vi] promoting *active transportation* and public transit use.
- f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,
- g) overall *development density* for the area or community and, if it is located within the *Designated Greenfield Area*, how this density will contribute towards achieving the minimum overall *development density* for *Designated Greenfield Areas* in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,
- h) a transportation network that promotes public transit and *active transportation*, including a strategy for early introduction of transit services,
- i) *development* phasing,
- j) storm water management or, if the scale of *development* justifies, a Sub-watershed Study as per Section 145(9),
- k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,
- l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),
- m) water and wastewater servicing plans,
- n) provision of *utilities*,
- o) a fiscal impact analysis,
- p) a community *infrastructure* plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and *Affordable Housing* will be provided to serve the community, and
- q) an Agricultural Impact Assessment on potential impact of urban *development* on existing *agricultural operations*, including the requirement for compliance

with the *Minimum Distance Separation formulae* where an *agricultural operation* is outside the Urban Area.

- (6) Require Local Official Plans to specify *development* phasing strategies within the Urban Area consistent with the *policies* of this Plan, giving priority to achieving the distribution and Regional phasing as set out in Tables 1, 2, and 2a, *development of Intensification Areas*, employment lands, infilling and completion of existing neighbourhoods and communities. Each *development* phase shall support the creation of healthy communities.
- (7) Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a *municipal comprehensive review* undertaken as part of the *Region's* statutory five-year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:
 - a) sufficient opportunities to accommodate the distribution of population and employment in Table 1, based on *intensification* and density targets in Table 2, are not available within the *Region*;
 - a.1) the expansion makes available sufficient lands to accommodate population and employment growth for a time horizon of at least ten years but not exceeding 20 years unless otherwise directed by Provincial Plan or policy;
 - b) the timing of the expansion and the phasing of development within the new *Designated Greenfield Areas* will not adversely affect the achievement of the *intensification* and density targets in Table 2, the Regional phasing in Table 2a, and other *policies* of this Plan;
 - b.1) the proposed expansion will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan;
 - b.2) the proposed expansion is logical, contiguous to the existing urban area with readily identifiable boundaries, supportive of the efficient use of existing and planned *infrastructure* and *human services*, including access and connection to Provincial Highways and planned inter-regional public transportation systems, and consistent with *goals, objectives* and *policies* of this Plan;
 - c) *infrastructure* and *human services* required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner, and is based on a financing plan communicated to the public and subsequently approved by Council;
 - d) in *Prime Agricultural Areas*, as shown on Map 1E:
 - [i] the lands do not comprise *specialty crop areas*;
 - [ii] there are no reasonable alternatives that avoid *Prime Agricultural Areas*; and

- [iii] there are no reasonable alternatives on lower priority agricultural lands within the *Prime Agricultural Areas*;
- e) impacts from the expansion on *agricultural operations* adjacent or close to the Urban Area are mitigated to the extent feasible;
- f) the amount of land area and the most appropriate location for expansion to the Urban Area are consistent with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and *goals, objectives* and *policies* of this Plan and are based on, among other things, the following:
 - [i] a land supply analysis consistent with Section 77(7)a),
 - [ii] alternative *development* scenarios and their implications with respect to efficient use of urban *infrastructure*, ease of access to existing and planned transportation facilities, community services, retail requirements, *mineral aggregate resources, agriculture*, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(7)b) to 77(7)e) inclusive,
 - [iii] a fiscal impact analysis of the new growth on the *Region* and the Local Municipalities,
 - [iv] criteria for evaluating such scenarios and the evaluation thereof,
 - [v] an extensive public consultation program throughout the comprehensive review,
 - [vi] preparation or update of a multi-year master plan for the phasing in of *urban services* and transportation facilities, and
 - [vii] the identification of employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and *infrastructure*.
- g) compliance with the *Minimum Distance Separation formulae* has been addressed.
- (8) Monitor regularly the demand and supply of urban *development* lands to ensure that there is sufficient lead time to undertake the *municipal comprehensive review* under Section 77(7) and, if necessary, initiate the appropriate studies prior to a five-year review of this Plan.
- (9) [Section number not in use.]
- (10) [Section number not in use.]
- (11) [Section number not in use.]

- (12) Prepare, in conjunction with the Local Municipalities, the School Boards and Provincial agencies responsible for other *human services*, a Joint *Infrastructure Staging Plan*, based on the distribution of population and employment in Table 1 and their forecasts under Section 77(1), and any community *infrastructure* plans under Section 77(5p), as well as Local and Regional *development* phasing strategies, to ensure that *infrastructure* and *human services* to support *development* is planned and financing is secured in advance of need. The Staging Plan shall be updated periodically and assist in setting development charges and preparing master plans for the provision of Regional services, in accordance with the Provincial Class Environmental Assessment process.
- (13) On the basis of the Joint *Infrastructure Staging Plan*, seek funding assistance and coordination of their expenditures from the Federal and Provincial governments for the orderly and timely provision of *infrastructure* and *human services*.
- (14) Coordinate with the Local Municipalities the preparation of Regional and Local capital budgets and forecasts to implement the municipal portion of the Joint *Infrastructure Staging Plan*.
- (15) Require the *development* industry to absorb its share of the cost of the provision of *infrastructure* and *human services* as permitted by applicable legislation and that any financial impact of new *development* or redevelopment on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of *infrastructure* and public service facilities under the Joint *Infrastructure Staging Plan* by Provincial and Federal Governments and other service providers are co-ordinated with those by the Region and Local Municipalities so that the health and well-being of the community is advanced in a fiscally responsible manner.
- (16) Require the Local Municipalities to phase *development* to the year 2031 in accordance with Map 5, Regional Phasing Map, Table 2a Regional phasing, and the *policies* of this Plan. The progression from one phase to the subsequent phase within a municipality is independent for each municipality and is also independent for employment and residential lands. The preparation, processing and approval of large scale plans such as *Area-Specific Plans* and the preparation and processing of Zoning By-laws and planning applications for site-specific *development*, such as applications for draft plan of subdivision approval on lands in the 2021-2031 phase on Map 5 can proceed prior to 2021 but must be in accordance with Section 77(17).

- (17) Require the following prior to the Local Municipality approving *development* within any Regional phase and prior to the progression of *development* from one Regional phase to the next as set out on Map 5 as modified:
- a) approval by Regional Council of a financial and implementation plan, including financial commitment by the private *development* sector to absorb its share of the cost of the provision of the necessary *infrastructure* and *human services* as permitted by applicable legislation. The financial and implementation plan shall be based on:
 - [i] *Area-Specific Plans* or a generalized land use map in the Local Official Plan that meets the requirements of Section 77(5) showing land use designations and community structure approved by the Local Municipality, and
 - [ii] the municipal portion of the Joint *Infrastructure* Staging Plan as described in Section 77(12);
 - b) approval of applicable development charge by-laws;
 - c) determination by Regional Council that the *intensification* targets in Table 2, and the Regional phasing in Table 2a as monitored through Sections 77(2.2) and 77(2.3), can be reasonably achieved;
 - d) Regional phasing, as outlined in Table 2a, shall be used as a guiding principle for the movement between phases of *development* and shall apply to Sections 77(5), 77(12) and 77(15);
 - e) unused Regional phasing from Table 2a will be carried forward to following years to achieve the Regional phasing outlined in Table 2a.
- (18) Require the Local Municipalities to include in their Official Plans detailed sub-phasing *policies* to set out additional local requirements for the progression of *development* from one sub-phase to the next in accordance with the *policies* of this Plan.
- (19) Apply the following specific *policy* for the progression of Regional phases or Local Municipal sub-phases:
- a) The *Region*, in consultation with the Local Municipality, may revise the specific *policies* for the progression of Regional Phases or Local Municipal sub-phases if one landowner or group of owners delays the continuous progression of residential growth.
- (20) Notwithstanding Section 77(16) through Section 77(19) of this Plan, permit the provision of water and wastewater services to municipal *infrastructure* and facilities and public institutions located within any Regional phase, if deemed prudent and feasible by Regional Council.

- (20.1) Notwithstanding Section 77(16) of this Plan, the lands municipally known as 8079 Eighth Line and part of Lot 1, Concession IX, former Township of Esquesing, in the Town of Halton Hills may be permitted to develop prior to 2021 in accordance with the other policies of this Plan, provided that a Local Official Plan Amendment is approved that:
- a) demonstrates how the lands can be integrated into an Area-Specific Plan, including by addressing the appropriate requirements of Section 77(5) of this Plan; and
 - b) supports the development of a major employment use.
- (21) Co-ordinate the planning and approval process of large-scale major retail uses whose primary trade area extends beyond the boundary of the Local Municipality where it is proposed by ensuring:
- a) any affected Local Municipalities are engaged early in the planning process and consulted throughout the approval process;
 - b) there is a need for the proposed use in both the short term and the long term and for the Local Municipality itself and the *Region* as a whole;
 - c) existing retail uses within the primary trade area, especially historic ones such as those in the downtown areas, are not unduly affected;
 - d) appropriate studies on the impact of the proposed use on the surrounding area are carried out as required by and to the satisfaction of the Local Municipality and the *Region*;
 - e) the proposed location of the use supports the *intensification* and healthy communities principles of this Plan and does not displace existing or planned non-retail employment uses near *highway* interchanges;
 - f) the use is incorporated by amendment to the Local Official Plan with its own separate designation; and
 - g) all Local and Regional *policies* and requirements, financial or otherwise, are met.

(22) Require the Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.

Employment Areas

77.1.— The objectives of the Employment Areas are:

(1) — To ensure the availability of sufficient land for employment to accommodate forecasted growth to support *Halton's* and its Local Municipalities' economic competitiveness;

(2) — To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

(3) — To locate *Employment Areas* in the vicinity of existing *major highway* interchanges and rail yards, where appropriate, within the Urban Area.

77.2 — The *Employment Areas*, are shown as an overlay on top of the Urban Area on Map 1H, and are subject to the *objectives* and *policies* for the Urban Area. Their boundaries are to be interpreted in accordance with Section 52 of this Plan. Additional *Employment Areas* may be introduced within the Urban Area by amendment to this Plan based on the completion of an *Area Specific Plan* or an amendment to the Local Official Plan.

77.3 — [Section number not in use.]

77.4 — It is the *policy* of the *Region* to:

(1) — Prohibit residential and other non-employment uses including major retail uses in the *Employment Areas* except:

a) — to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009; or

b) — for institutional uses identified in a Local Official Plan, as a result of a detailed study that sets limits and criteria on such uses based on the following principles:

[i] — the use is of small scale and such uses collectively within an *Employment Area* shall not change the character of that *Employment Area*;

[ii] — the location and design of the use meet the Land Use Compatibility Guidelines under Section 143(10) of this Plan;

[iii] — the use is located at the periphery of the *Employment Area*; and

[iv] — such uses do not collectively displace employment from the *Employment Area* to result in a shortfall in *Employment Areas* to meet the Local Municipality's employment forecast in Table 1 and Table 2a.

(2) — Plan for, protect and preserve the *Employment Areas* for current and future use.

- (3) — Ensure the necessary *infrastructure* is provided to support the *development* of the *Employment Areas* in accordance with *policies* of this Plan.
- (4) — Require Local Municipalities to prohibit the conversion of lands within the *Employment Areas* to non-employment uses including major retail uses unless through a *municipal comprehensive review* where it has been demonstrated that:
 - a) — there is a need for the conversion;
 - b) — the conversion will not compromise the *Region's* or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a;
 - c) — the conversion will not adversely affect the overall viability of the *Employment Area*, and achievement of the *intensification* and density targets of Table 2 and other *policies* of this Plan;
 - d) — there is existing or planned *infrastructure* to accommodate the proposed conversion;
 - e) — the lands are not required for employment purposes over the long term;
 - f) — cross-jurisdictional issues have been considered; and
 - g) — all Regional *policies* and requirements, financial or otherwise, have been met.
- (5) — Require Local Municipalities to promote *intensification* and increased densities in both new and existing *Employment Areas* by facilitating compact, transit-supportive built form and minimizing surface parking.
- (6) — Subject to Section 77(7), designate lands where appropriate in the vicinity of existing or planned *major highway* interchanges, ports, rail yards and airports for employment purposes that rely on this *infrastructure*, once these lands are included in the Urban Area.

Regional Urban Structure

78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural components,

- (1) Strategic Growth Areas;
- (2) Regional Employment Areas;
- (3) Built-Up Areas; and

(4) Designated Greenfield Areas.

78.1 The objectives of the Regional Urban Structure are:

- (1) To provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;
- (2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;
- (3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;
- (4) To identify Regional Employment Areas and to protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.

Intensification Areas Strategic Growth Areas

78.79. The objectives of the **Intensification Areas** Strategic Growth Areas are:

- (1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes *active transportation*, and is environmentally more sustainable in order to promote the development of complete communities.
- (2) To provide opportunities for more cost-efficient and innovative urban design.
- (3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
- (4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
- (5) To create a vibrant, diverse and pedestrian-oriented urban environment.
- (6) To cumulatively attract a significant portion of population and employment growth.
- (7) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.
- (8) To support transit and *active transportation* for everyday activities.

- (9) To generally achieve higher densities than the surrounding areas.
- (10) To achieve an appropriate transition of built form to adjacent areas.

(10.1) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.

- (11) For Regional Corridors ~~Major Transit Station Areas and Intensification Corridors~~:
 - a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit *infrastructure* and service.
 - b) To achieve a mix of residential, office, institutional and commercial *development*, where appropriate.
 - ~~c) For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.~~
 - ~~dc) For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.~~

79. — [Section number not in use.]

8079.1 Intensification Areas Strategic Growth Areas are ~~parts of~~ integral to the Regional Urban Structure within the Urban Area and consist of:

- (1) *Urban Growth Centres*, which are delineated ~~shown~~ as an overlay on top of the Urban Area on ~~Map 1~~ Map 1H and Map 6, subject to specific *policies* in Section 80.1, addition to those for ~~Intensification Areas~~ Strategic Growth Areas,
- (2) *Major Transit Station Areas* ~~(including Metrolinx designated Mobility Hubs)~~ as ~~identified~~ delineated on Map 1H and Map 6 and identified by symbol on Map 3 ~~and/or in Local Official Plans~~, which generally consist of areas within 500 m to 800m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas,
- (3) Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit,
- (4) ~~Intensification Corridors~~ Regional Corridors as shown on Map 1H and as identified in Local Official Plans, which consists of areas along *Higher Order Transit Corridors* and selected *Arterial Roads* within Urban Areas, as shown on Map 3, and

- (5) ~~Mixed Use~~ **Local** Nodes as identified in Local Official Plans, which have a concentration of residential and employment uses with *development densities* and patterns supportive of pedestrian traffic and public transit.

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

- (1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;
- (2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;
- (3) Major Transit Station Areas on a Priority Transit Corridor;
- (4) Major Transit Station Areas on a Commuter Rail Corridor;
- (5) Primary Regional Nodes;
- (6) Secondary Regional Nodes; and,
- (7) Regional Corridors.

The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes.

8179.3 It is the *policy* of the *Region* to:

- (1) Direct *development* with higher densities and mixed uses to ~~Intensification Areas~~ Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.
- (2) Require Local Official Plans to identify ~~Intensification Areas~~ Strategic Growth Areas with detailed boundaries in accordance with the *objectives* and *policies* of this Plan, and for Urban Growth Centres and Major Transit Station Areas, in accordance with the boundaries as delineated on Map 1H and Map 6.
- (3) Require the Local Municipalities to prepare detailed official plan *policies* or an *Area-Specific Plan* for the *development* of a new ~~Intensification Areas~~ Strategic Growth Area or the *redevelopment* of an existing ~~Intensification Areas~~ Strategic Growth Area, in accordance with Sections 48 and 77(5) or for a Major Transit Station Area, in accordance within Section 81.2(4) of this Plan. The provisions for ~~Intensification Areas~~ Strategic Growth Areas may be incorporated as part of a larger community plan.
- (4) Require *Area-Specific Plans* or *policies* for ~~Intensification Areas~~ Strategic Growth Areas to include:

- a) a transportation network designed to integrate *active transportation*, local transit services and inter-municipal/inter-regional *higher order transit* services; and
 - b) urban design guidelines to promote *active transportation* and transit-supportive land uses in accordance with Regional standards under Section 79.3(5) 81(5).
- (5) Adopt alternative design standards for *Arterial Roads* through Intensification Areas Strategic Growth Areas to promote *active transportation*, pedestrian-oriented *development* and transit-friendly facilities while maintaining the mobility function of the *Major Arterial Road*.
- (6) Require the Local Municipalities to ensure the proper integration of Intensification Areas Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.
- (7) Require the Local Municipalities to:
- a) include Official Plan *policies* and adopt Zoning By-laws to meet *intensification* and mixed-use *objectives* for Intensification Areas Strategic Growth Areas;
 - b) prescribe in Official Plans and Zoning By-laws minimum *development densities* for lands within Intensification Areas Strategic Growth Areas in accordance with Table 2b, where applicable;
 - c) prohibit site-specific Official Plan or Zoning By-law amendments to reduce reductions to *development density* within an Intensification Area a Strategic Growth Area unless it is part of a municipal comprehensive review review of the Local Official Plan of the Official Plan or a review of the *Area-Specific Plan* for the Intensification Areas Strategic Growth Areas and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b; and
 - d) promote *development densities* that will support existing and planned transit services.
- (7.1) Encourage the Local Municipalities to implement a development permit system Community Planning Permit System under the Planning Act for *development* approvals within Intensification Areas Strategic Growth Areas and in which case, require that such a system be consistent with *policies* of this Plan.
- (7.2) Consider *intensification* and *development* of Intensification Areas Strategic Growth Areas as the highest priority of urban *development* within the *Region* and implement programs and incentives, including Community Improvement Plans, Community Planning Permit Systems, and Inclusionary Zoning in Protected Major Transit

Station Areas under the Planning Act, to promote and support *intensification* and further the development of Affordable Housing.

- (7.3) Ensure that Intensification Areas Strategic Growth Areas are *development-ready* by:
- a) making available at the earliest opportunity water, waste water and transportation service capacities to support the *development densities* prescribed for Intensification Areas Strategic Growth Areas; and
 - b) requiring Local Municipalities to adopt the Zoning By-laws under Section 81(7) 79.3(7), or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Intensification Areas Strategic Growth Areas.
- (8) Encourage the Local Municipalities to adopt parking standards and *policies* within Intensification Areas Strategic Growth Areas to promote the use of *active transportation* and public transit.
- (9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the *development* of Intensification Areas Strategic Growth Areas.
- (10) Direct Regional services and facilities, appropriate in an urban setting, to Intensification Areas Strategic Growth Areas and encourage the Local Municipalities and other *public agencies* to do the same.
- (10.1) Require the Local Municipalities to direct *major office*, retail and appropriate major institutional *development* to *Urban Growth Centres*, *Major Transit Station Areas* (including MetroLinx designated Mobility Hubs), areas with existing frequent transit services, or existing or planned *higher order transit* services.
- (11) Monitor, in conjunction with the Local Municipalities and through the Annual *Intensification* Monitoring Report under Section 77(2.2) of this Plan, the performance of the Intensification Areas Strategic Growth Areas in achieving the *goals* and *objectives* and implementing the *policies* and targets of this Plan.
- (12) Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas, by:
- a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and, to minimize risk to public health and safety, in accordance with Provincial and Regional guidelines, standards and procedures; and,

- b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial and Regional guidelines, standards and procedures:
 - [i] there is an identified need for the proposed use;
 - [ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - [iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - [iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
- (13) Require Local Municipalities to plan for employment uses within Strategic Growth Areas by:
 - a) establishing development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site;
 - b) implementing policies and development criteria that support planning to achieve over the long-term, where applicable, a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan;
 - c) utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support the development of employment uses; and
 - d) monitoring on a regular basis and in conjunction with the Region, residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b and/or an Area-Specific Plan, and, if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable Area-Specific Plan.
- (14) Only permit the addition of new Strategic Growth Areas to the Regional Urban Structure through a municipal comprehensive review of this Plan.
- (15) Only permit the addition of new Local Nodes to a Local Urban Structure, if initiated by the Local Municipality through a review of a Local Official Plan.

Urban Growth Centres

81.180. The objectives of the Urban Growth Centres, as shown delineated on Map 1 Map 1H, are:

- (1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- (2) To accommodate and support major transit infrastructure the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- (3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- (4) To function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where accommodate a significant share of population and employment growth will be accommodated.

81.280.1 The Urban Growth Centres are parts of Intensification Areas Strategic Growth Areas, which in turn are parts of the Urban Area and therefore are subject to the objectives and policies for both Intensification Areas Strategic Growth Areas and the Urban Area. The boundaries of the Urban Growth Centres as shown delineated on Map 1 Map 1H are to be interpreted in accordance with Section 52 of this Plan.

81.380.2 It is the policy of the Region to:

- (1) Require Urban Growth Centres to be planned to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier as identified in Table 2b.
- (2) Require Local Official Plans to show how policies have been development to plan to acheive the development density target for Urban Growth Centres under Section 81.3(1) 80.2(1) can be met, including the submission to the Region of any supporting background documentation.

82. — [Section number not in use.]

83. — [Section number not in use.]

Major Transit Station Areas

81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:

- (1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit supportive densities through existing or planned frequent transit service.

- (2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as *public service facilities* and parks and open spaces that support the area in a pedestrian-oriented urban environment.
- (3) To function as an important *Strategic Growth Area* component of the Regional Urban Structure and leverage *infrastructure* investment and *frequent transit service* to accommodate increased densities and transit supportive growth.
- (4) To achieve *multimodal* access to stations and support *complete communities*.
- (5) To plan for a diverse mix of uses, including additional residential units and *Affordable Housing*, where appropriate.
- (6) To protect existing employment uses within *Major Transit Station Areas* by ensuring land use compatibility with adjacent new development is achieved.
- (7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate *intensification* opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of *Area-Specific Plans*.

81.1 The *Major Transit Station Areas* (including the *Major Transit Station Areas* that are also *Urban Growth Centres*), as delineated on Map 1H and Map 6, are identified as Protected *Major Transit Station Areas* in accordance with Section 16(16) of the Planning Act.

81.2 It is the *policy* of the *Region* to:

- (1) Direct development with higher densities and mixed uses to *Major Transit Station Areas* in accordance with the hierarchy of *Strategic Growth Areas* identified in Section 79.2 of this Plan.
- (2) Require Local Official Plans to plan to achieve:

 - a) the minimum density target for each *Major Transit Station Area* as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and,
 - b) a general target proportion of residents and jobs within each *Major Transit Station Area* in accordance with Section 55.3 and Table 2b of this Plan, where applicable.
- (2.1) The minimum density target for an individual *Major Transit Station Area* may be revised as part of the *municipal comprehensive review*, to address recommendations of the *municipal comprehensive review* and/or *Local Municipal planning studies*.

- (3) Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.
- (4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:
- a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.
 - b) identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.
 - c) identifies land uses to support complete communities.
 - d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.
 - e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.
 - f) achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.
 - g) identifies transportation and transit networks which are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.
 - h) encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.
 - i) establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report in accordance with the Planning Act, which is to the satisfaction of the Region.
 - j) includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of this Plan.

- k) may identify stable residential neighbourhoods where only contextually appropriate intensification opportunities in keeping with the neighbourhood character are contemplated.

Proposed Major Transit Stations & Major Transit Station Areas

81.3 The objectives of the Proposed Major Transit Station as identified on Map 1H are:

- (1) To provide opportunities to leverage Provincial transit infrastructure investments through the identification and development of new station areas to support growth and achieve transit-supportive densities through existing or planned frequent transit service.
- (2) To support identification of a new station area that would achieve increased residential and employment densities to support existing and planned transit service.

81.4 It is the policy of the Region to:

- (1) Require the boundaries of a Proposed Major Transit Station Area to be delineated once the location has been determined in accordance with the following principles:
 - a) establish a preliminary boundary that is within a 500m to 800m radius of the transit station
 - b) refine the preliminary boundary to exclude undevelopable lands including the Regional Natural Heritage System or areas protected by Provincial Plans such as the Greenbelt Plan, Niagara Escarpment Plan and the Parkway Belt West Plan.
- (2) Once the location of a Proposed Major Transit Station Area has been determined and delineated, establish a minimum density target, as in accordance with the policies of this Plan.
- (3) Require the Local Municipalities to prepare an Area-Specific Plan for a delineated Major Transit Station Area in accordance with Section 81.2(4).
- (4) Any review of development applications within a Major Transit Station Area as delineated on Map 6 or a proposed Major Transit Station identified on Map 1H must consider the goals, objectives and policies of this plan, including in the period before the Local Municipalities have established Major Transit Station Area policies in accordance with Section 16(17) of the Planning Act.

Regional Nodes

82. The objectives of the Regional Nodes, as identified by symbol on Map 1H, are:

- (1) To recognize *Strategic Growth Areas* in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of *public service facilities* (i.e. hospitals, universities) and/or transit-supportive, high density uses.
- (2) To leverage *infrastructure* investments and the development of *public service facilities* to support forecasted growth.
- (3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.
- (4) To reflect and reinforce *Local Urban Structures*.

82.1 The *Regional Nodes* as identified on Map 1H by symbol are:

- (1) *Primary Regional Nodes* that are planned to accommodate growth and contain a concentration of *public service facilities* or transit-supportive high-density uses, or which perform a regional transit network function at a scale appropriate for their context:
 - a) Uptown Core, Oakville;
 - b) Hospital District, Oakville;
 - c) Milton Education Village, Milton;
 - d) Palermo Village, Oakville; and
 - e) Uptown Urban Centre, Burlington.
- (2) *Secondary Regional Nodes* that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for its context:
 - a) Neyagawa Urban Core, Oakville;
 - b) Kerr Village, Oakville;
 - c) Bronte Village, Oakville;
 - d) Downtown Oakville;
 - e) Downtown Urban Centre, Burlington;
 - f) Downtown Georgetown, Halton Hills; and,
 - g) Guelph Street Corridor Halton Hills.

82.2 It is the *policy* of the *Region* to:

- (1) Direct development with higher densities and mixed uses to *Regional Nodes* in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.
- (2) Encourage the Local Municipalities to delineate the boundaries of *Regional Nodes*, and identify a minimum density target expressed as the minimum number of residents and jobs per hectare for the delineated area.
- (3) For applicable *Regional Nodes* identified in Table 2b, require the Local Municipalities to plan to achieve a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.
- (4) Require the Local Municipalities to prepare detailed official plan *policies* or an *Area-Specific Plan* for *Regional Nodes*, in accordance with Sections 48 and 77(5) of this Plan.

Employment Areas

77.183. The *objectives* of the *Employment Areas* are:

- (1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support *Halton's* and its Local Municipalities' economic competitiveness.
- (2) To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
- (3) To locate *Employment Areas* in the vicinity of existing *major highway* interchanges and rail yards, where appropriate, within the Urban Area.

77.283.1 The *Employment Areas*, are shown as an overlay on top of the Urban Area on Map 1 Map 1H, and are subject to the *objectives* and *policies* for the Urban Area. Their boundaries are to be interpreted in accordance with Section 52 of this Plan. Additional *Employment Areas* may be introduced within the Urban Area by amendment to this Plan based on the completion of an *Area-Specific Plan* or an amendment to the Local Official Plan.

77.483.2 It is the *policy* of the *Region* to:

- (1) Prohibit residential and other non-employment uses including major retail uses in the *Employment Areas* except:

- a) to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009; or
 - b) for institutional uses identified in a Local Official Plan, as a result of a detailed study that sets limits and criteria on such uses based on the following principles:
 - [i] the use is of small scale and such uses collectively within an *Employment Area* shall not change the character of that *Employment Area*;
 - [ii] the location and design of the use meet the Land Use Compatibility Guidelines under Section 143(10) of this Plan;
 - [iii] the use is located at the periphery of the *Employment Area*; and
 - [iv] such uses do not collectively displace employment from the *Employment Area* to result in a shortfall in *Employment Areas* to meet the Local Municipality's employment forecast in Table 1 and Table 2a.
- (2) Plan for, protect and preserve the *Employment Areas* for current and future use.
 - (3) Ensure the necessary *infrastructure* is provided to support the *development* of the *Employment Areas* in accordance with *policies* of this Plan.
 - (4) Require Local Municipalities to prohibit the conversion of lands within the *Employment Areas* to non-employment uses including major retail uses unless through a *municipal comprehensive review* where it has been demonstrated that:
 - a) there is a need for the conversion;
 - b) the conversion will not compromise the *Region's* or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a;
 - c) the conversion will not adversely affect the overall viability of the *Employment Area*, and achievement of the *intensification* and density targets of Table 2 and other *policies* of this Plan;
 - d) there is existing or planned *infrastructure* to accommodate the proposed conversion;
 - e) the lands are not required for employment purposes over the long term;
 - f) cross-jurisdictional issues have been considered; and
 - g) all Regional *policies* and requirements, financial or otherwise, have been met.
 - (5) Require Local Municipalities to promote *intensification* and increased densities in both new and existing *Employment Areas* by facilitating compact, transit-supportive built form and minimizing surface parking.

- (6) Subject to Section 77(7), designate lands where appropriate in the vicinity of existing or planned *major highway* interchanges, ports, rail yards and airports for employment purposes that rely on this *infrastructure*, once these lands are included in the Urban Area.
- (7) Where *Employment Areas* are located within a *Major Transit Station Area* as delineated on Map 1H, recognize the dual role and function of these *Major Transit Station Areas* as mixed use *Strategic Growth Areas* as well as the location of existing employment uses, and, require Local Municipalities when planning for these areas through an *Area-Specific Plan* in accordance with Section 81.2(4) of this Plan, to:
- a) recognize the importance of the protection of existing employment uses and the potential for appropriate employment growth and *intensification* within the *Employment Area* and within adjacent non-employment areas;
 - b) provide an appropriate interface between the *Employment Area* and adjacent non-employment areas to maintain land use compatibility; and
 - c) only permit *sensitive land uses* within adjacent non-employment areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Section 79.3(12) of this Plan.

Housing

84. The *goal* for housing is to supply the people of *Halton* with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.
85. The *objectives* for housing are:
- (1) To establish housing targets by type and appropriate density for the Local Municipalities and the *Region* as a whole.
 - (2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of *Affordable Housing*.
 - (3) To coordinate, improve upon, and expedite the *development* approval process so as to reduce the overall cost of housing.
 - (4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.
 - (5) To meet housing needs through the provision of *Assisted Housing*, *Affordable Housing* and *Special Needs Housing* in *Halton*.
 - (6) To integrate *Assisted* and *Special Needs Housing* with *Market Housing*.

- (7) To provide and manage *Assisted Housing* in *Halton* through the Halton Community Housing Corporation.
- (8) To encourage the Local Municipalities and the building and *development* industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, *universal physical access*, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.
- (9) To encourage the Local Municipalities to maintain the quality of the existing housing stock.
- (10) To participate in and deliver Provincial and/or Federal housing programs that are beneficial to housing *development* in *Halton*.
- (11) To coordinate and provide information on housing needs in *Halton* through centres that are accessible in each Local Municipality.
- (12) To support the use of surplus public and not-for-profit lands, where appropriate, for developing *Assisted Housing* and *Affordable Housing*.
- (13) To promote residential *intensification* through the *development* or redevelopment of *brownfield* and *greyfield* sites.

86. It is the *policy* of the *Region* to:

- (1) Monitor the *development* approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the *Region* as a whole.
- (2) Define *Affordable Housing* for the *Halton* and local municipal markets based on its definition under Section 214.
- (3) Maintain a broad-based Halton Housing Advisory Committee to advise Council on housing issues in *Halton*, raise public awareness on housing needs, and monitor housing research from other jurisdictions.
- (4) Prepare and update as part of the statutory Official Plan five-year review, in conjunction with the Local Municipalities and in consultation with the *development* industry and other housing providers, a Joint Regional-Municipal Housing Statement for Council adoption that will
 - a) describe the annual demand, supply and need for housing by Local Municipality, and by *Assisted Housing*, *Affordable Housing*, *Special Needs Housing*, and housing with *universal physical access*, and
 - b) recommend targets, policies and action plans to meet these needs.

- (5) Require Local Municipalities that prepare Municipal Housing Statements independently of the Joint Regional-Municipal Housing Statement to have regard for the Joint Statement and to submit the Local Statements to Regional Council for approval.
- (6) Adopt the following housing targets:
 - a) that at least 50 per cent of new housing units produced annually in *Halton* be in the form of townhouses or multi-storey buildings; and
 - b) that at least 30 per cent of new housing units produced annually in *Halton* be *Affordable* or *Assisted Housing*.
- (6.1) Establish, in conjunction with the Local Municipalities, annual targets for the production of housing units by density type and affordability for each Local Municipality, based on the Regional targets under Section 86(6).
- (7) Provide annually a State of Housing report to Council that contains among other things:
 - a) an update of the definitions of *Assisted Housing* and *Affordable Housing*;
 - b) a review of housing supply, demand and need in *Halton* during the past year, covering the various housing segments of *Assisted Housing*, *Affordable Housing*, *Market Housing*, *Special Needs Housing* and housing with *universal physical access*;
 - c) identification of the gaps between supply and demand of *Assisted Housing* and *Affordable Housing*;
 - d) state of *homelessness* in *Halton*; and
 - e) performance of the housing market towards meeting the housing targets under Sections 86(6) and 86(6.1).
- (8) Based on the State of Housing report, set priorities among the various housing initiatives and implement programs and action plans to address housing gaps and shortfalls in meeting the housing targets.
- (9) [Section number not in use.]
- (10) Require Local Official Plans and Zoning By-laws to permit second residential units within an existing dwelling in residential neighbourhoods as of right, provided that health, safety and other reasonable standards or criteria (e.g. the provision of parking or adequacy of services) are met.
- (10.1) Ensure that the standards or criteria identified in a Local Official Plan or Zoning By-law shall not preclude or prohibit the establishment of second residential units, as provided for in Provincial legislation, policy or plans.

- (11) Permit *intensification* of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.
- (12) Encourage the building and *development* industry to incorporate *universal physical access* features in all new buildings.
- (13) Encourage the Local Municipalities and the *development* industry to provide innovative building design that will facilitate subsequent conversion to provide additional housing units.
- (13.1) In partnership with the Local Municipalities, other government agencies and the private sector, identify *brownfield* and *greyfield sites* outside *Employment Areas* and work towards making them available, where appropriate, for *development* or redevelopment for housing purposes with components of *Assisted, Affordable* and *Special Needs Housing*. Such sites or lands may be declared as Community Improvement Project Areas under the Planning Act to facilitate their *development* or redevelopment.
- (14) Support the involvement of the private and non-profit sectors in the provision of *Assisted* and *Affordable Housing* by improving the planning process and funding mechanism.
- (15) Consider financial and other incentives including grants, property tax reductions, *infrastructure* improvements and Community Improvement Plans in the provision of *Assisted, Affordable* and *Special Needs Housing*.
- (16) Encourage the Local Municipalities and other commenting agencies to expedite planning approvals and provide other incentives in the provision of *Assisted, Affordable* and *Special Needs Housing* and further to give priority to planning approval of those receiving government funding.
- (17) Seek funding allocation from the Federal and Provincial governments for the provision of new *Assisted* and *Affordable Housing* in *Halton*.
- (17.1) Require that *Assisted* and *Affordable Housing* projects receiving government funding include, as appropriate, units with *universal physical access* and energy conservation standards.
- (18) Encourage all levels of government to stimulate rental *Market Housing* construction in *Halton* to meet such needs.
- (19) Require the Local Municipalities to use a rental housing vacancy rate of 3 per cent as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing.

- (20) Require the Local Municipalities, in developing phasing strategies, to ensure that a full range and mix of housing types can be provided in each *development* phase in accordance with Table 2a.
- (21) Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.
- (22) Require Local Official Plans and Zoning By-laws to permit *Special Needs Housing* as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria.
- (23) Encourage the Local Municipalities and the *development* industry to consider innovative residential *development* designs which contribute to affordability and energy and natural resource conservation.
- (24) Encourage the Local Municipalities to adopt and enforce maintenance and occupancy standards by-laws (Property Standard By-laws).
- (25) [Section number not in use.]
- (26) Seek *development* opportunities for *Assisted* and *Affordable Housing* in *Intensification Areas* where public transit, retail and other facilities are readily accessible.

Urban (Water Supply and Wastewater Treatment) Services

- 87. The goal for *urban services* is to ensure the adequate provision of an economic level of *urban services* to achieve *Regional development objectives* while conscious of the need to protect the environment.
- 88. The *objectives* for *urban services* are:
 - (1) To provide satisfactory levels of *urban services* in the Urban Area to meet existing and future requirements.
 - (2) To provide a staged program for the improvement and extension of *urban services*:
 - a) within the financial capabilities of the *Region*,
 - b) meeting or exceeding provincial environmental standards, and
 - c) based on the Joint *Infrastructure Staging Plan*.
- 89. It is the policy of the Region to:
 - (1) Provide *urban services* only within the Urban Area, unless otherwise permitted by specific *policies* of this Plan.

- (2) Adopt, after consultation with the Ministry of the Environment, *Urban Services Guidelines* to implement *policies* of this Plan consistent with Provincial policies.
- (3) Require that approvals for all new *development* within the Urban Area be on the basis of connection to *Halton's* municipal water and wastewater systems, unless otherwise exempt by other *policies* of this Plan.
- (4) Permit *development* in the Urban Area on private wells and/or private sewage disposal systems that conform to Regional standards and Provincial legislation, regulations and standards including building codes only:
 - a) when *urban service(s)* is determined by the *Region* to be unavailable;
 - b) on an interim basis until *urban service(s)* is available, at which time the *development* must be connected to the municipal servicing system(s) within two years of the service(s) becoming available;
 - c) the *development* meets other criteria as specified by Council in the *Urban Services Guidelines*; and
 - d) the owner of the *development* satisfies all financial and legal obligations required by the *Region*.
- (5) Prohibit the use of municipal water in once-through cooling systems.
- (6) Permit the placement of *urban services infrastructure* on privately owned lands only in accordance with the *Urban Services Guidelines* adopted by Council under Section 89(2).
- (7) Incorporate in the Joint *Infrastructure Staging Plan* phasing schemes for the provision of *urban services* in the *Region*.
- (8) Limit *development* in the Urban Area to the ability and financial capability of the *Region* to provide *urban services* in accordance with its approved financing plan under Section 77(15) of this Plan.
- (9) Explore, and implement if deemed cost-effective, technological innovations and best operating and management practices to continuously improve performance of the servicing *infrastructure* to protect the environment.
- (10) Design and implement the *urban services* to meet only the capacity requirements of the Urban Area. Where it can be demonstrated that there are long term social, environmental or economic benefits, individual components of the *urban services* may be over-sized provided that it:
 - a) is deemed prudent by Council; and
 - b) is financially feasible.

- (10.1) Consider the over-sized components of the *urban services* under Section 89(10) as one of many contributing factors, but not a determinative one, in the location or timing of future expansions of the Urban Area in accordance with Section 77(7) of this Plan.
- (11) [Section number not in use.]
- (12) Monitor the servicing requirements of proposed and approved *development* in terms of allocations of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.
- (13) Monitor the quantity of flows in both the water supply and wastewater treatment systems and [formerly Section 89(14)b)] develop, in consultation with the Local Municipalities, programs for allocating the remaining servicing capacities on the basis of the status of *development* approvals and Local Official Plan phasing strategies.
- (14) [Section number not in use.]
- (15) [Section number not in use.]
- (16) Recognize and permit improvements to the *urban service* system interconnections existing at the time of adoption of this Plan between the Region of Halton and abutting municipalities.
- (17) Consider and permit, based on individual merit and in accordance with *goals* and *objectives* of this Plan, new *urban service* system interconnections between the Region of Halton and abutting municipalities.
- (18) Prohibit private connections to existing and future water and wastewater systems situated outside the Urban Area, unless otherwise permitted by specific *policies* of this Plan, or to comply with legally executed and binding agreements existing at the time of the adoption of this Plan (December 16, 2009).
- (19) [Section number not in use.]
- (20) Recognize, with regard to *urban services*, that where a road exists along the boundary between the Urban Area designation and another land use designation, the exact location of the Urban Area boundary shall be considered to exist along the edge of the right-of-way furthest from the Urban Area. Where this right-of-way boundary line is discontinuous due to reasons such as intersecting roads, the Urban Area boundary shall be interpolated across these gaps.

- (21) Prohibit the extension within the *Region of urban services* beyond the boundaries of the Urban Area, with the following exceptions:
- a) [Section number not in use.]
 - b) The provision of water *infrastructure* may be permitted from remote water supply sources such as wells or reservoirs, and where in accordance with other *policies* of this Plan, from municipalities adjacent to Halton Region.
 - c) The *Hamlets* of Norval and Glen Williams when the *Region*, in consultation with the Town of Halton Hills, considers it prudent and feasible to provide such services.
 - d) Connections existing or approved by Council on the day of adoption of this Plan by Council.
 - e) Designated locations within the North Aldershot Policy Area as shown on Map 1 and in accordance with Section 139(3).
 - f) The Beaufort Heights subdivision, which consists of Registered Plans 509, 1297 and 20M-151, and those *lots* municipally known as 1315, 1321, 1401 and 1405, Beaufort Drive, 1296 Dundas Street, and 1311 Harbour Court, located west of Brant Street and south of Dundas Street in the City of Burlington.
 - h) The Halton Waste Management Site, municipally known as 5400 Regional Road 25 in the Town of Milton.
 - i) The Biosolids Management Centre, municipally known as 4449 Regional Road 25 in the Town of Oakville.
 - j) The Milton Works Yard, municipally known as 5600 Regional Road 25 in the Town of Milton.
 - k) The Robert C. Austin Operations Centre, municipally known as 11618 Trafalgar Road including the Trafalgar Sports Park, municipally known as 11494 in the Town of Halton Hills.
- (22) Recognize approvals given by the *Region* existing as of the date of approval of this Plan to permit, on an interim basis until full *urban services* are available and subject to the approval of the Ministry of the Environment, limited industrial *development* requiring low volumes of water to locate within the Acton and Milton Urban Area, based on private services or on municipal water supply and private wastewater treatment systems. Such interim servicing shall be subject to all of the following criteria:
- a) Areas for such servicing are determined in conjunction with the *Region* and are clearly delineated in Local Official Plans and Zoning By-laws by appropriate maps and/or text.

- b) Detailed implementation schemes for industrial *development* in each of these areas which address, among other matters, the specific type of servicing proposed, are adopted by both Regional and Local Councils.
 - c) The design and approval of private services are in accordance with Regional By-laws, standards and guidelines and with Provincial requirements.
 - d) Where considered necessary by the *Region*, approval of such industrial servicing systems is to be conditional upon the owners of the individual proposals entering into one or more agreements with the *Region* to satisfy all Regional concerns, financial or otherwise, relating to water supply and wastewater treatment.
 - e) When full *urban services* are available as determined by the *Region*, the property owners are required to connect and pay the applicable fees for connection.
- (23) Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of *urban services*, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the *urban services* at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.
- (24) Notwithstanding the provisions of Section 89(4), permit connections to a private communal water system subject to confirmation through any applicable environmental assessment approval and all necessary authorizations being obtained, for the following properties located on Tremaine Road in the City of Burlington:
- a) dwelling on the property with property identification number 07201-0072, and
 - b) dwelling on the property with property identification number 24927-0108.
- (25) Consider adding new locations to the areas eligible for urban services as shown on Map 1 provided the following criteria are met:
- a) the proposed use is a *municipal services facility* or is an existing *public use* as of the date that ROPA 40 came into force and effect with an operational connection to one of Regional water or wastewater services; and,
 - b) the provision of full, municipal *urban services* does not conflict with this Plan or any Provincial Plans and is deemed technically feasible by the Region; and,
 - c) upon approval of:
 - [i] a site-specific Region-led amendment if the site fronts on appropriate water and wastewater infrastructure; or,

- [ii] a site-specific proponent-led amendment if the site fronts on one of appropriate water or appropriate wastewater infrastructure; or,
- [iii] a site-specific proponent-led amendment if the site does not front on appropriate water or appropriate wastewater infrastructure.

170. It is the *policy* of the *Region* to:

- (1) Support the continuous education and training of *Halton's* labour force.
- (2) Establish short and long term employment forecasts in accordance with Section 77(1) of this Plan and specify such forecasts by type to respond to global and regional economic trends.
 - (2.1) Monitor, through regular reports to Council, the attainment of employment forecasts developed under Section 77(1) using the employment data base under Section 170(9).
- (3) Ensure, through *municipal comprehensive reviews* described under Section 77(7) and through provisions in Local Official Plans and Zoning By-laws, a ten-year supply of employment lands at all times for the *Region* as a whole.
- (4) Encourage the Local Municipalities to phase the *development* of employment lands concurrent with nearby residential lands.
 - (4.1) Consider strategic investment in *infrastructure* to enhance the timely *development* of employment lands.
 - (4.2) Protect employment lands for economic development during the current planning period to ~~2031~~ 2051 in accordance with Sections ~~77.1~~ 83, and ~~77.2~~ 83.1, of this Plan.
- (5) Prepare and update regularly, in conjunction with the Local Municipalities and in consultation with the business and education sectors and the general public, an Economic Development Strategic Plan that will include:

PART VI DEFINITIONS

- 211.** **ABUTTING** means a property with a specific feature or attribute that physically touches or shares a common boundary with the subject property.
- 212.** **ACCESSORY BUILDING OR STRUCTURE** means a detached building or structure that is not used for human habitation, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same *lot*.
- 212.1** **ACTIVE TRANSPORTATION** means non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The *active transportation* network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation.
- 212.2** **ADAPTIVE MANAGEMENT PLAN** means an approach to managing complex natural systems by continually improving management *policies* and practices based on learning from the outcomes of operational programs that include monitoring and evaluation.
- 212.3** **ADJACENT LANDS** means:

For the purposes of Section 167(3), those lands contiguous to a protected heritage property or as otherwise defined in the Area Local Official Plan.
- 212.4** **ADVERSE EFFECT** means, as defined in the Environmental Protection Act, one or more of
- (1) impairment of the quality of the natural environment for any use that can be made of it,
 - (2) injury or damage to property or plant or animal life,
 - (3) harm or material discomfort to any person
 - (4) an adverse effect on the health of any person,
 - (5) impairment of the safety of any person,
 - (6) rendering any property or plant or animal life unfit for human use,
 - (7) loss of enjoyment of normal use of property, and
 - (8) interference with normal conduct of business.
- 213.** [Section number not in use.]
- 214.** **AFFORDABLE HOUSING** means housing with a market price or rent that is affordable to households of low and moderate income spending no more than 30 percent of their gross household income.

- a) Affordable rental housing should meet the demand of households at the low end, as described in *Halton's* annual State of Housing Report, pursuant to Section 86(7). Such households would be able to afford at least three out of ten rental units on the market.
 - b) Affordable ownership housing should meet the demand of households at the high end, as identified in *Halton's* annual State of Housing Report pursuant to Section 86(7). Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.
- 215.** AGRICULTURE or AGRICULTURAL INDUSTRY or AGRICULTURAL OPERATION or AGRICULTURAL USE or FARMING means the growth of crops, including nursery and horticultural crops (but not *horticultural trade use*); raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment.
- 215.1** AGRICULTURE-RELATED USES means those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.
- 215.1.1** AGRICULTURAL PURPOSES ONLY is a designation or zone in a local official plan or zoning by-law that prohibits a dwelling on a remnant agricultural lot created from a severance of a *residence surplus to a farm operation* as a result of *farm consolidation*.
- 215.1.2** FARM CONSOLIDATION means the acquisition of additional farm parcels to be operated as one farm operation.
- 216.** ANIMAL KENNEL means a building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.
- 216.1** ARCHAEOLOGICAL RESOURCES means artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.
- 216.2** AREA-SPECIFIC PLAN means a Local Official Plan Amendment applying to a specific geographic area such as a secondary plan or a Regional Official Plan Amendment applying to a specific geographic area.
- 217.** ARTERIAL ROAD means a Major Arterial, a Multi-Purpose Arterial, or a Minor Arterial as shown on Map 3 of this Plan.
- 218.** ASSISTED HOUSING means housing that is available to *low and moderate income households* for rent or purchase where part of the housing cost is subsidized through a government program.
- 219.** [Section number not in use.]

220. [Section number not in use.]
- 220.1 BROWNFIELD SITES means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be under-utilized, derelict or vacant.
- 220.1.1 BUFFER means an area of land located adjacent to *Key Features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration*. The purpose of the *buffer* is to protect the features and *ecological functions* of the Regional Natural Heritage System by mitigating impacts of the proposed *development* or *site alteration*. The extent of the *buffer* and activities that may be permitted within it shall be based on the sensitivity and significance of the *Key Features* and *watercourses* and their contribution to the long term *ecological functions* of the Regional Natural Heritage System as determined through a Sub-watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.
- 220.2 BUILT BOUNDARY means the limits of the developed urban area as identified in the Provincial Paper, Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006, (2008).
- 220.3 BUILT HERITAGE RESOURCES means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act*, or listed by local, provincial or federal jurisdictions.
- 220.4 BUILT-UP AREA means all land within the *Built Boundary*.
- 220.5 CENTRE FOR BIODIVERSITY means an area identified through a Regional Official Plan Amendment that encompasses existing *natural heritage features* and associated *enhancements to the Key Features* and is of sufficient size, quality and diversity that it can support a wide range of native species and *ecological functions*, accommodate periodic local extinctions, natural patterns of disturbance and renewal and those species that are area sensitive, and provide sufficient habitat to support populations of native plants and animals in perpetuity. Any such amendment would be initiated after the day of adoption of this Plan (December 16, 2009) and shall include a detailed and precise justification supporting the identification of the area, based on current principles of conservation biology.
221. COMMERCIAL FARM means a farm which is deemed to be a viable farm operation and which normally produces sufficient income to support a farm family.
- 221.1 COMPLETE COMMUNITIES means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including *Affordable Housing*, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

- 222.** CONSERVATION AUTHORITY means Conservation Halton (Halton Region Conservation Authority) or Credit Valley Conservation (Authority) or the Grand River Conservation Authority.
- 223.** COTTAGE INDUSTRY means an activity conducted as an accessory use within a *single detached dwelling* or in an addition to the dwelling or an *accessory building* not further than 30m from the dwelling and serviced by the same private water and wastewater systems, performed by one or more residents of the household on the same property. A *cottage industry* may include activities such as dressmaking, upholstering, weaving, baking, ceramic-making, painting, sculpting and the repair of personal effects.
- 224.** CULTURAL HERITAGE RESOURCES means elements of the Regional landscape which, by themselves, or together with the associated environment, are unique or representative of past human activities or events. Such elements may include *built heritage resources, cultural heritage landscapes, and archaeological resources.*
- 224.1** CULTURAL HERITAGE LANDSCAPES means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.
- 225.** CUMULATIVE IMPACT means the effect on the physical, natural, visual and *Cultural Heritage Resources* resulting from the incremental activities of *development* over a period of time and over an area. All past, present and foreseeable future activities are to be considered in assessing *cumulative impact.*
- 225.1** DESIGNATED GREENFIELD AREA means the area within the Urban Area that is not *Built-Up Area.*
- 226.** DEVELOPMENT means the creation of a new *lot*, a change in land use, or the construction of buildings and structures, any of which requires approval under the Planning Act, or that are subject to the Environmental Assessment Act, but does not include:
- (1) activities that create or maintain *infrastructure* authorized under an environmental assessment process,
 - (2) works subject to the Drainage Act, or
 - (3) within the Greenbelt Plan Area, the carrying out of agricultural practices on land that was being used for *agricultural uses* on the date the Greenbelt Plan 2005 came into effect.

- 227.** DEVELOPMENT CAPACITY means capacity of a watershed to support use or change in use without *negative impact* on the Greenbelt and Regional Natural Heritage Systems.
- 227.1** DEVELOPMENT DENSITY means the number of residents and jobs combined per gross hectare. Areas of the Regional Natural Heritage System are excluded from the calculation of this density.
- 227.2** DISABILITY means:
- (1) any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device,
 - (2) a condition of mental impairment or a developmental disability,
 - (3) a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,
 - (4) a mental disorder, or
 - (5) an injury or disability for which benefits were claimed or received under the insurance plan established under *the Workplace Safety and Insurance Act, 1997*.
- 228.** EASEMENT means a negotiated interest in the land of another which allows the *easement* holder specified uses or rights without actual ownership of the land.
- 228.1** ECOLOGICAL FUNCTION means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.
- 229.** EMERGENCY SHELTER means a facility that provides supervised temporary lodging, board and/or personal support services to homeless individuals round the clock.
- 229.1** EMPLOYMENT AREA means areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retails and ancillary facilities.
- 229.1.1** ENHANCEMENTS TO THE KEY FEATURES means ecologically supporting areas adjacent to *Key Features* and/or measures internal to the *Key Features* that increase the ecological resilience and function of individual *Key Features* or groups of *Key Features*.
- 229.2** ENVIRONMENTAL FARM PLAN means a voluntary, confidential, agricultural producer driven planning exercise that uses specifically designed resource material and technical assistance to develop a farm plan that identifies on farm environmental risks and establishes a priority sequence of action items to reduce those risks.

230. [Section number not in use.]
231. [Section number not in use.]
232. ESCARPMENT BROW means the uppermost point of the Escarpment slope or face. It may be the top of a rock cliff, or where the bedrock is buried, the most obvious break in slope associated with the underlying bedrock.
233. ESSENTIAL means that which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process.
234. EXISTING USE as it applies to a Section of this Plan means the use of any land, building or structure legally existing, or approved under a Parkway Belt land use regulation, on the day of adoption of this Plan or the amendment to this Plan giving effect to the subject Section by Regional Council or, in the case of the Niagara Escarpment Plan Area, the day of approval of the Niagara Escarpment Plan or an amendment to that Plan or, in the case of the Greenbelt Plan, a use which lawfully existed on December 15, 2004. An *existing use*, building or structure may expand or be replaced in the same location and of the same use in accordance with Local Zoning By-laws. For the purpose of *horticultural trade uses*, they are considered *existing uses* provided that they are recognized as legal uses under Local Zoning By-laws or through the issuance of a development permit by the Niagara Escarpment Commission; such a process must commence within one year and be completed within five years of Regional Council adoption of the Amendment introducing such uses in this Plan.
235. FARMING (see AGRICULTURE).
- 235.1 FISH HABITAT means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.
236. FISHERIES MANAGEMENT means the management of *fish habitat* and fish population for the purpose of sustaining and improving the quality and quantity of fish.
237. FLOOD PLAIN means, for *river, stream, and small inland lake systems*, the area, usually low lands adjoining a *watercourse*, which has been or may be subject to flooding hazards.
238. [Section number not in use.]
239. FOREST MANAGEMENT or FORESTRY means the wise use and management of forests for the production of wood and wood products, to provide outdoor recreation, to maintain, restore, or enhance environmental conditions for wildlife, and for the protection and production of water supplies.
240. ~~[Section number not in use.]~~ FREQUENT TRANSIT means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

241. GOAL means an idealized end state of the social, economic, and/or physical environment, towards which the Plan must strive but for which it may not be possible to apply a test of fulfilment.
- 241.1 GREYFIELD SITES means developed properties that are not contaminated. They are usually, but not exclusively, commercial properties that may be under-utilized, derelict or vacant.
242. HALTON means the area within the Regional Municipality of Halton, and/or its people.
243. HAMLET means an area so designated on Map 1, in accordance with Section 103 of this Plan.
244. HAZARD LANDS means properties or lands that could be unsafe for *development* due to naturally occurring processes. Along the shorelines of Lake Ontario and Burlington Bay, this means the land, including that covered by water, between a defined offshore distance or depth, and the furthest landward limit of the flooding, erosion or dynamic beach (areas of unstable accumulations of shoreline sediments) hazard limits. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the flooding or erosion hazard limits.
245. [Section number not in use.]
- 245.1 HIGHER ORDER TRANSIT means transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.
246. HIGHWAY means a common and public road, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof.
247. HOME INDUSTRY means a small scale use providing a service primarily to the rural *farming* community and which is accessory to a *single detached dwelling* or *agricultural operation*, performed by one or more residents of the household on the same property. A *home industry* may be conducted in whole or in part in an *accessory building* and may include a carpentry shop, a metal working shop, a welding shop, an electrical shop, or blacksmith's shop, etc., but does not include an auto repair or paint shop, or furniture stripping.
248. HOME OCCUPATION means an activity that provides a service as an accessory use within a *single detached dwelling* or in an addition to the dwelling or in an *accessory building* not further than 30m away from the dwelling and serviced by the same private water and wastewater systems, performed by one or more residents of the household on the same property. Such activities may include services performed by an accountant, architect, auditor, dentist, medical practitioner, engineer, insurance agent, land surveyor, lawyer, realtor, planner, hairdresser, desk top publisher or word processor, computer processing provider, teacher or day care provider.

249. HOMELESSNESS means an immediate lack of housing, or no access to safe, stable housing, or living in extremely sub-standard housing, or being at risk of losing existing housing.
- 249.1 HORTICULTURAL TRADE USES means a non-farm business associated with the sale, supply, delivery, storage, distribution, installation, and/or maintenance of horticultural plants and products used in landscaping, but does not include uses associated with the principal *agricultural operation*.
250. HUMAN SERVICES means services relating to health, education, culture, recreation, public safety and social services.
251. INCIDENTAL USE means a use (e.g., swimming pool) normally accessory to but not an essential part of an *existing use*.
252. INFRASTRUCTURE means the collection of public capital facilities including *highways*, transit terminals and rolling stock, bicycle lanes, sidewalks and multi-use paths, municipal water and wastewater systems, *solid waste* management facilities, storm water systems, schools, hospitals, libraries, community and recreation centres, other public service facilities and any other public projects involving substantial capital investment. It includes not only the provision of new facilities but also the maintenance and rehabilitation of existing ones.
253. INTELLIGENT TRANSPORTATION SYSTEM means a broad spectrum of technologies, computers and strategies designed to optimize the use of available and planned roads and other transportation *infrastructure* at a fraction of the cost of adding additional *infrastructure*. Examples of such a system are: traffic signal coordination, demand responsive traffic signals, variable message signs, emergency route diversion, signal priority/pre-emption for transit vehicles and in-vehicle information systems.
- 253.1 INTENSIFICATION means the *development* of a property, site or area at a higher density than currently exists through:
- (1) redevelopment, including the reuse of *brownfield sites*;
 - (2) the *development* of vacant and/or under-utilized *lots* within previously developed areas;
 - (3) *infill development*; or
 - (4) the expansion or conversion of existing buildings.
- 253.2 INTENSIFICATION AREAS means lands identified by the *Region* or its Local Municipalities within the Urban Area that are to be the focus for accommodating *intensification*. *Intensification Areas* include *Urban Growth Centres*, *Major Transit Station Areas* (including *Metrolinx*-designated *Mobility Hubs*), *Intensification Corridors*, and *Mixed Use Nodes*. [Section number not in use.]
- 253.3 INTENSIFICATION CORRIDOR means *Intensification Areas* identified along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher

density mixed use *development* consistent with planned transit service levels. [Section number not in use.]

- 253.4 KEY FEATURES means key natural heritage and hydrological features described in Sections 115.3(1) and 139.3.3 of this Plan.
- 253.5 LANDFORMS means distinctive physical attributes of land such as slope, shape, elevation and relief.
254. LIFE SCIENCE INDUSTRIES means new, neo-traditional products or services using renewable resources and developed from the advanced understanding of the biology and chemistry of organisms. Examples are personalized genetic medicine, plastics made from corn, and fuel from farm products and waste.
255. LINKAGE means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. *Linkages* are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term sustainability of the Regional Natural Heritage System. They are not meant to interfere with *normal farm practice*. The extent and location of the *linkages* can be assessed in the context of both the scale of the proposed *development* or *site alteration*, and the *ecological functions* they contribute to the Regional Natural Heritage System.
- 255.1 LOCAL NODE means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed use intensification at a scale appropriate to the context.
- 255.2 LOCAL URBAN STRUCTURE means an urban structure defined by a Local Municipality in an approved Official Plan, which furthers the growth management and community building objectives of the Local Municipality, and complements the Regional Urban Structure, in conformity with the Regional Official Plan.
256. LOT means a parcel of land:
- (1) described in a deed or other document legally capable of conveying an interest in land, or
 - (2) shown as a *lot* or block on a registered plan of subdivision.
- 256.1 LOW AND MODERATE INCOME HOUSEHOLDS mean: those households defined through *Halton's annual State of Housing Report*, pursuant to Section 86(7), and in accordance with definitions of *Affordable* and *Assisted Housing* under Section 214 and 218. The income thresholds for *low and moderate income households* should not be more than those as defined in the Provincial Policy Statement.
- 256.2 MAJOR CREEK OR CERTAIN HEADWATER CREEK means, as it applies to Section 277(4) of this Plan, all *watercourses* within a *Conservation Authority Regulation Limit* as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the

Conservation Authority Regulation Limit to connect a *woodland* considered *significant* based on criteria under Section 277(1), 277(2) or 277(3) and/or *wetland* feature within the Regional Natural Heritage System. The extent and location of *major creeks* or *certain headwater creeks* will be updated from time to time by the appropriate *Conservation Authority* and as a result may lead to refinements to the boundaries of *significant woodlands*.

256.3 MAJOR FACILITIES means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

257. MAJOR HIGHWAY means a Provincial Highway, a Major Arterial, a Multi-Purpose Arterial, or a Minor Arterial as shown on Map 3 of this Plan.

257.1 MAJOR OFFICE means generally freestanding office buildings of 10,000 sq m or greater, or with 500 jobs or more.

258. MARKET HOUSING means private housing for rent or sale, where price are set through supplies and demands in the open market.

258.1 MAJOR TRANSIT STATION AREA means the area including and around any existing or planned *higher order transit* station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.

259. MINERAL AGGREGATE RESOURCES means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

259.1 MINERAL AGGREGATE OPERATIONS means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*, or successors thereto;
- b) for lands not designated under the *Aggregate Resources Act*, established *pits and quarries* that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary products but subject to limitations under Section 109(4).

259.1.1 MINERAL AGGREGATE RESOURCE CONSERVATION means

- (1) the recovery and recycling of manufactured materials derived from *mineral aggregate resources* (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new *mineral aggregate resources*; and
- (2) the wise use of *mineral aggregate resources* including utilization or extraction of on-site *mineral aggregate resources* prior to *development* occurring.

259.2 MINIMUM DISTANCE SEPARATION FORMULAE means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

259.3 MOBILITY HUB means *Major Transit Station Areas (MTSA's)* that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for *Mobility Hubs* relative to other *MTSAs*, it is recommended that the *Mobility Hub* areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other *MTSAs*.

MULTIMODAL means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter), trucks, air and marine.

259.4 MUNICIPAL COMPREHENSIVE REVIEW means an official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of the Provincial Growth Plan, except as it applies to Section 139.7(4), in which case such a review will be focused on the need for employment lands in order to achieve the employment targets of Table 1, as set forth by Schedule 3 of the Provincial Growth Plan.

259.5 MUNICIPAL SERVICES FACILITY means a municipally owned works yard, operations centre, police station or facility, fire station or facility, emergency medical services facility, solid waste management facility or biosolids management facility.

260. NATURAL ENVIRONMENT means the air, land and water, or any combination or part thereof.

260.1 NATURAL FEATURES or NATURAL HERITAGE FEATURES or NATURAL HERITAGE FEATURES AND AREAS means features and/or areas which are important for their environmental and social values as a legacy of the natural landscapes of an area.

260.2 NEGATIVE IMPACTS means:

- (1) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive *development* or *site alteration* activities;
- (2) in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and
- (3) in regard to other components of the Regional Natural Heritage System, degradation that threatens the health and integrity of the *natural features* or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

261. NIAGARA ESCARPMENT PARK AND OPEN SPACE MASTER/MANAGEMENT PLAN means master or management plan for parks and open space within the Niagara Escarpment Parks and Open Space System which are not in conflict with the Niagara Escarpment Plan.

261.1 NORMAL FARM PRACTICE means a practice that:

- (1) is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar *agricultural operations* under similar circumstances, or
- (2) makes use of innovative technology in a manner consistent with proper advanced farm management practices.

If required, the determination of whether a farm practice is a *normal farm practice* shall be in accordance with the provision of the Farming and Food Production Protection Act, including the final arbitration on *normal farm practices* by the Farm Practices Protection Board under the Act.

262. OBJECTIVE means a statement about the social, economic, and/or physical environment derived from a *goal* and for which the degree of attainment is in some way measurable. It may be conceived as an "attainable *goal*" or part of a *goal*.

262.1 PLANNED CORRIDORS means corridors identified through Provincial Plans, this Plan, or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs.

263. PIT means land or land under water from which unconsolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1(3) of the Aggregate Resources Act.

264. POLICY means a statement which guides the use of the municipality's powers in the pursuit of its *goals* and *objectives*.

265. [Section number not in use.]

- 265.1 PRIME AGRICULTURAL AREA means areas where *prime agricultural lands* predominate. *Prime Agricultural Areas* have been identified by the *Region* through an agricultural evaluation system approved by the Province and are identified on Map 1E of this Plan. Sections 139.9, 139.9.1 and 139.9.2 set out *policies* for land within *Prime Agricultural Areas*.
266. PRIME AGRICULTURAL LANDS means specialty crop lands and those lands of agricultural soils classes 1, 2 and 3 (and combination equivalents thereof), as defined in the Canada Land Inventory of Soil Capability for Agriculture, in this order of priority for protection.
267. ~~[Section number not in use.]~~ PRIORITY TRANSIT CORRIDOR means a transit corridor shown in Schedule 5 of the Growth Plan, 2019.
268. PROVINCIALY SIGNIFICANT WETLANDS means *wetlands* so classified by the Ministry of Natural Resources based on the Ontario *Wetland Evaluation System 2013 Southern Manual*, as amended from time to time.
269. PUBLIC AGENCY or PUBLIC AUTHORITY or PUBLIC BODY means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.
- 269.1 PUBLIC SERVICE FACILITIES means lands, buildings and structure for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and education programs, long-term care services and cultural services.
270. QUARRY means land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1(3) of the Aggregate Resources Act.
271. REGION means the Council and administration of the Regional Municipality of Halton.
272. ~~[Section number not in use.]~~ REGIONAL CORRIDOR means a Strategic Growth Area identified along major roads, arterials or higher order transit corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects.
273. ~~[Section number not in use.]~~ REGIONAL NODE means a Strategic Growth Area derived from a Local Urban Structure that has a role in the accommodation of mixed use intensification, and supporting the transit network in the Region, which merits its identification as a component of the Regional Urban Structure hierarchy.
274. REGULATORY FLOOD means the approved standard(s), a regional flood or a one-in-one-hundred-year flood, used in a particular watershed to define the limit of the *flood plain* for regulatory purposes.

- 274.1** RENEWABLE ENERGY SYSTEMS means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to: wind, water, biomass, biogas, biofuel, solar energy, geothermal energy, and tidal forces.
- 247.2** RESIDENCE SURPLUS TO A FARM OPERATION means an existing habitable farm residence that is rendered surplus as a result of a *farm consolidation*, but does not include a mobile or portable dwelling or dwelling developed for the purpose of farm labour use.
- 275.** RESTRICTIVE means being stringent in permitting uses, as measured by the physical extent to which *development* is being allowed and/or by the *development's* impacts on the social, economic and *natural environment*.
- 275.1** RIGHT TO FARM means the right of a farmer to lawfully pursue *agriculture* in areas where *agriculture* is permitted by this Plan. This definition includes the right to move farm equipment in the pursuit of *agriculture*.
- 275.2** RIVER, STREAM AND SMALL INLAND LAKE SYSTEMS means all *watercourses*, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.
- 276.** RURAL CLUSTER means an area so designated in an approved Local Official Plan, in accordance with Section 104 of this Plan.
- 276.1** SECONDARY USES means uses secondary to the principal use of the property, including but not limited to, *home occupations*, *home industries*, and uses that produce value-added agricultural products from the farm operation on the property.
- 276.2** SENSITIVE LAND USES means buildings, amenity areas or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges, fumes, sound waves or radiation generated by a nearby major facility. *Sensitive land uses* may be part of the natural or built environment and include examples such as: residences, day care centres, hospitals, and schools.
- 276.3** SETTLEMENT AREA means urban areas and rural settlement areas within municipalities (such as cities, towns, villages, *Hamlets* and *Rural Clusters*) where:
- (1) *development* is concentrated and which have a mix of land uses; and
 - (2) lands have been designated in an official plan for *development* over the long term planning horizon provided for in the Provincial Policy Statement, 2005. Where there are no lands that have been designated over the long-term, the *settlement area* may be no larger than the area where the *development* is concentrated.
- 276.4** SIGNIFICANT means:
- (1) in regard to *wetlands*, an area as defined under Section 276.5 of this Plan;

- (2) in regard to coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
- (3) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
- (4) in regard to *woodlands*, an area as defined by Section 277 of this Plan; and,
- (5) in regard to other components of the Regional Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

276.5 SIGNIFICANT WETLANDS means:

- (1) for lands within the Niagara Escarpment Plan Area, *Provincially Significant Wetlands* and wetlands as defined in the Niagara Escarpment Plan that make an important ecological contribution to the Regional Natural Heritage System;
- (2) for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, *Provincially Significant Wetlands* and wetlands as defined in the Greenbelt Plan;
- (3) for lands within the Regional Natural Heritage System but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and *wetlands* that make an important ecological contribution to the Regional Natural Heritage System; and,
- (4) outside the Regional Natural Heritage System, *Provincially Significant Wetlands*.

277. SIGNIFICANT WOODLAND means a *Woodland* 0.5ha or larger determined through a *Watershed Plan*, a Sub-watershed Study or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

- (1) the *Woodland* contains forest patches over 99 years old,
- (2) the patch size of the *Woodland* is 2 ha or larger if it is located in the Urban Area, or 4 ha or larger if it is located outside the Urban Area but below the *Escarpment Brow*, or 10 ha or larger if it is located outside the Urban Area but above the *Escarpment Brow*,
- (3) the *Woodland* has an interior core area of 4 ha or larger, measured 100m from the edge, or
- (4) the *Woodland* is wholly or partially within 50 m of a *major creek or certain headwater creek* or within 150m of the *Escarpment Brow*.

278. SINGLE DETACHED DWELLING means a separate building containing not more than one dwelling unit and may include a chalet, cottage, or mobile home.
- 278.1 SITE ALTERATION means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site but does not include *normal farm practices* unless such practices involve the removal of fill off the property or the introduction of fill from off-site locations.
279. SOLID WASTE means ashes, garbage, refuse, domestic waste, industrial waste, municipal waste, hazardous waste and such other wastes as are designated in the regulations under the Environmental Protection Act, but does not include agricultural waste, inert fill, inert rock fill, condemned or dead animals or parts thereof, or hauled sewage sludge for disposal on farmland.
280. SPECIAL NEEDS HOUSING means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *special needs housing* may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, group homes, *emergency shelter*, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community-based support services in their own home.
- 280.1 SPECIALTY CROP AREA means an area designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:
- (1) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
 - (2) a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.
- 280.2 STRATEGIC GROWTH AREAS means the lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.**
281. TREE means any species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5m above ground at physiological maturity.

282. TREESCAPE means a grouping of *trees* usually found along roads and stream courses, and between fields.
283. [Section number not in use.]
284. TRANSPORTATION SUPPLY MANAGEMENT means the application of various facility designs or operational measures to increase the carrying capacity of the transportation network and complement *travel demand management* strategies to achieve similar *objectives* of reducing travel and shifting modes or travel time. Examples include high-occupancy-vehicle lanes, reverse travel lanes, queue-jumping lanes and priority-signals for transit vehicles, commuter parking lots, and inter-modal transfer centres.
285. TRAVEL DEMAND MANAGEMENT means the application of a range of measures aimed at influencing travel patterns by reducing the amount of travel and shifting travel to non-peak periods or more efficient travel modes. Examples include carpooling, vanpooling, walking, cycling, public transit, alternative work hours and telecommuting.
286. UNIVERSAL PHYSICAL ACCESS means housing designs that incorporate the following principles and features:
- (1) universality—same means for all users,
 - (2) flexibility—providing choice in methods of use and adaptable to the need of the user,
 - (3) low physical effort—usable with a minimum of effort and fatigue,
 - (4) accessibility—providing for adequate sight lines, reach, hand grip and use of helpful devices,
 - (5) safety—minimal consequences of errors with fail-safe features,
 - (6) simplicity—minimal complexity and accommodating a wide range of skills and abilities, and
 - (7) perceptible information—communicating necessary information effectively and in various ways.
- 286.1 URBAN GROWTH CENTRE means the areas identified delineated on Map 1 Map 1H of this Plan, which for *Halton* includes the areas known as Downtown Burlington, Downtown Milton and Midtown Oakville.
287. URBAN SERVICES means municipal water and/or wastewater systems or components thereof which are contained within or extended from Urban Area designations or from municipalities abutting Halton Region.
288. UTILITY means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including *renewable energy systems*, the generation, transmission and distribution of steam or hot water, towers, communication or

telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

- 288.1** VEGETATION PROTECTION ZONE means, as it applies within the Greenbelt Plan Area, a vegetated buffer area surrounding a *Key Feature* within which only those land uses permitted within the feature itself are permitted. The width of the *vegetation protection zone* is to be determined when new *development* or *site alteration* occurs within 120 metres of a *Key Feature*, and is to be of sufficient size to protect the feature and its functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function.
- 289.** VETERINARY CLINIC means the office of a veterinary surgeon and premises for the treatment of animals.
- 289.1** WATERCOURSE or WATER COURSE means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.
- 289.2** WATERSHED PLAN means a plan used for managing human activities and natural resources in an area defined by watershed boundaries. *Watershed Plans* shall include, but are not limited to, the following components:
- (1) a water budget and conservation plan;
 - (2) land and water use and management strategies;
 - (3) a framework for implementation;
 - (4) an environmental monitoring plan;
 - (5) requirements for the use of environmental management practices and programs;
 - (6) criteria for evaluating the protection of water quality and quantity, and key hydrologic features and functions; and
 - (7) targets on a watershed or sub-watershed basis for the protection and restoration of riparian areas and the establishment of natural self-sustaining vegetation.
- 290.** WATERSHED MANAGEMENT means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.
- 291.** WAYSIDE PIT AND QUARRY means a temporary *pit* or *quarry* opened and used by or for a *public authority* solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
- 292.** [Section number not in use.]

293. WETLANDS means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands* for the purposes of this definition. Within the Greenbelt Plan Area, *wetlands* include only those that have been identified by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.
294. WILDLIFE MANAGEMENT means management of wildlife habitats for the purposes of sustaining the quantity and quality of wildlife.
295. WOODLAND means land with at least: 1000 *trees* of any size per ha, or 750 *trees* over 5 cm in diameter per ha, or 500 *trees* over 12 cm in diameter per ha, or 250 *trees* over 20 cm in diameter per ha but does not include an active cultivated fruit or nut orchard, a Christmas *tree* plantation, a plantation certified by the *Region*, a *tree* nursery, or a narrow linear strip of *trees* that defines a laneway or a boundary between fields. For the purpose of this definition, all measurements of the *trees* are to be taken at 1.37 m from the ground and *trees* in regenerating fields must have achieved that height to be counted.