

Amendment No. 49
to *THE REGIONAL PLAN*
Official Plan for the Halton Planning Area
Regional Municipality of Halton

An Amendment to Implement
the Integrated Growth
Management Strategy

June 2022

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THE CONSTITUTIONAL STATEMENT

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

Part B, The Amendment, consisting of 116 items, constitutes Amendment No. 49 to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton. The title of Amendment No. 49 is “An Amendment to Implement the Integrated Growth Management Strategy”.

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

PART A THE PREAMBLE

Purpose

The purpose of this Amendment is to implement the results of the Region's Integrated Growth Management Strategy, which considered how to accommodate growth in Halton to the 2051 planning horizon as part of the municipal comprehensive review process. The Amendment implements Regional Council's direction to accommodate population and employment growth within Halton's existing Regional Urban Boundary to 2041 and to develop a framework for planning for growth from 2041 to 2051.

The Amendment also includes changes that support planning for growth in Halton and achieving conformity with the Provincial Growth Plan for the Greater Golden Horseshoe. This includes, among other things, updates to policies and mapping related to existing Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas, as well as forecasts and targets for population and employment growth, intensification, density, and Regional phasing. The effect of the Amendment is to provide a framework for accommodating growth in Halton Region to the 2051 planning horizon.

Location

The area to which this Amendment applies is all lands within Halton Region.

Basis

The Integrated Growth Management Strategy (IGMS) has been an important part of the Regional Official Plan Review (ROPR) process initiated by Halton in 2014. Following an overall Directions Report in 2016 and the consideration of subsequent changes to the Provincial planning framework, a significant amount of analysis and consultation on how Halton Region should grow was undertaken as part of the IGMS.

Growth Scenarios & Evaluation Framework

In 2019 and 2020, Regional Council received information on a set of Growth Scenarios developed to assess a range of approaches to accommodating growth in Halton Region. Regional Council directed staff to refine the Growth Scenarios that reflected the Local Plans and Priorities as the basis for developing a series of more detailed Growth Concepts. Regional Council also received information on an Evaluation Framework developed to inform the assessment of the detailed Growth Concepts. Regional Council endorsed the Evaluation Framework for use in the IGMS process in May 2020.

The Growth Scenarios and the Evaluation Framework as endorsed by Regional Council set a strong foundation for the IGMS, highlighting the importance of advancing local plans and priorities as well as identifying the objectives and measures viewed as important in evaluating options for how Halton grows.

Regional Urban Structure Discussion Paper & ROPA No. 48

Recognizing the importance of directing growth to key locations within the Region's existing urban areas, implementing the requirements of the Provincial Growth Plan, and supporting Local Municipal Plans and Priorities, a Regional Urban Structure Discussion Paper was presented to Regional Council in July 2020 through Report No. LPS56-20 re: 'Regional Official Plan Review – Regional Urban Structure Discussion Paper'. This was presented alongside Discussion Papers for other theme areas being addressed as part of the ROPR.

The Regional Urban Structure Discussion Paper and the feedback that was received from Local Municipalities, agencies, and the public identified strong support for identifying key areas in Halton Region where higher-density, transit-supportive growth could be directed, namely to areas around GO Transit Stations and existing or planned transit corridors. Through Report No. LPS84-20 re: 'Advancing Key Planning Priorities of the Halton Municipalities' in September 2020, Regional Council directed staff to develop an initial scoped Regional Official Plan Amendment (ROPA) to advance select local municipal planning priorities related to urban structure. This direction resulted in ROPA No. 48 – 'An Amendment to Define a Regional Urban Structure' adopted by Regional Council in July 2021 and approved by the Province in November 2021.

The Regional Urban Structure Discussion Paper and ROPA 48 provide a strong foundation for accommodating growth in Halton's Strategic Growth Areas such as Urban Growth Centres, Major Transit Station Areas, Regional Nodes, and Regional Intensification Corridors. The Regional Urban Structure implemented as part of the IGMS forms an integral part of Halton's growth strategy and is planned to accommodate a significant share of the growth in Halton.

Growth Concepts Discussion Paper & Supplemental Information

Building on the direction from Regional Council in response to the Growth Scenarios and Evaluation Framework, Regional staff prepared a Growth Concepts Discussion Paper which identified and evaluated different approaches to accommodating growth in Halton to 2051 and evaluated them using the endorsed Evaluation Framework.

The Discussion Paper was presented to Regional Council in February 2021, through Report No. LPS18-21 – 'Regional Official Plan Review - Integrated Growth Management Strategy – Growth Concepts Discussion Paper'. Regional Council authorized the release of the Growth Concepts Discussion Paper for public consultation and directed staff to develop a Draft Preferred Growth Concept based on the input received from the Local Municipalities, public agencies, and the public.

The Growth Concepts Discussion Paper evaluated four ways to accommodate growth to 2051: Concept 1 (Moderate Greenfield Expansion), Concept 2 (Limited Greenfield Expansion), Concept 3 (Employment Area Only Expansion) and Concept 4 (Greatest

Greenfield Expansion). These approaches differed based on the amount of growth they directed to Halton's existing urban areas or conversely, the amount of growth they directed to new urban expansion areas.

In April 2021, through Report No. LPS45-21 – 'Additional Information Relating to Growth Concepts and the Integrated Growth Management Strategy', Regional staff provided information on an additional Growth Concept that provides no new urban boundary expansion (referred to as Concept 3B – 'No Greenfield Expansion') and a comparative analysis of greenhouse gas emissions for the Growth Concepts, among other things. By way of motion, Regional Council directed staff to add this information to the public engagement program on the Growth Concepts.

The Growth Concepts, their evaluation in the Discussion Paper, and the additional information provided by Regional staff provided information regarding the distinctions between the range of approaches to accommodating growth in Halton, enabling valuable input from Local Municipalities, public agencies, and the public.

Key Principles for a Preferred Growth Concept

In July 2021, Report No. LPS51-21 re: 'Regional Official Plan Review: Work Plan Update and Overview of Key Principles as the Foundation for a Draft Preferred Growth Concept', provided Regional Council with an update on the IGMS, a summary of public input on the Growth Concepts and supplemental information, and a revised work plan.

The report highlighted how the Growth Concepts Discussion Paper provided a basis for developing a Preferred Growth Concept through its technical assessment and evaluation of matters related to growth management, infrastructure, fiscal impacts, agriculture, mineral aggregate resources, climate change, natural heritage systems and healthy watersheds, and multi-modal transportation, transit-supportive densities and goods movement. It also provided information on the Provincial Land Needs Assessment methodology and how this would inform a Preferred Growth Concept. Building on these considerations and the extensive input received on the Discussion Paper and throughout the IGMS process to that point in time, the report identified the following Key Principles to be used as the foundation for developing a balanced approach to accommodating growth to 2051:

- Confirming and Supporting a Regional Urban Structure
- Setting an Ambitious and Achievable Intensification Target
- Meeting the Challenge of Climate Change
- Establishing a Broad Range and Mix of Housing
- Providing a Complete Spectrum of Employment Opportunities
- Advancing Strategic Employment Land Conversions
- Setting Bold yet Achievable Community Area & Employment Area Density Targets
- Maintaining Strong Development Phasing Policies

- Ensuring Growth Proceeds without negative Fiscal Impacts
- Maximizing Agricultural Land Protection
- Further Enhancing the Natural Heritage System

In discussing these Key Principles, the report noted that a Preferred Growth Concept was to be based on a significant shift to more compact, mixed-use urban form, meeting the challenge of climate change and maximizing the protection of our agricultural land base while also representing an achievable plan, taking into consideration the housing market, choice and affordability, and the financing and construction of infrastructure to service growth.

Draft Preferred Growth Concept

In November 2021 and February 2022, Council Workshops were held to provide Regional Council and the public with information on a Draft Preferred Growth Concept prepared by Regional staff based on the Key Principles and IGMS work discussed above. The Workshops provided an overview of the Growth Concepts that had been evaluated, a summary of the public engagement process and the feedback received, and specific responses to input received from Advisory Committees and Local Municipalities. The Workshops also provided an overview of a Draft Preferred Growth Concept and the following supporting studies and analysis:

- Land Needs Assessment
- Employment Area Delineation & Conversion Assessments
- Agricultural Impact Assessment
- Natural Heritage and Water Resources Assessment
- Greenhouse Gas Emissions Assessment
- Water and Wastewater Assessment
- Transportation Assessment
- Fiscal Impact Analysis

Modified Preferred Growth Concept & Regional Official Plan Amendment No. 49

Following the February Council Workshop, on February 16, 2022, Regional Council adopted a motion directing staff to prepare a Regional Official Plan Amendment to implement a Modified Preferred Growth Concept that advances growth in Halton to 2051 in two phases:

- for growth prior to 2041, where population and employment growth will be directed to the existing approved urban boundary; and
- for growth between 2041 and 2051, where a clear framework is provided for when and how planned growth will be distributed based on principles of

minimizing land consumption, making the most efficient use of land and infrastructure, and achieving other principles of the Growth Plan.

The motion also stated that the framework is to consider the findings of the Provincial Affordable Housing Task Force, Natural Heritage and Water Resources Impact Assessment, and Agricultural Impact Assessment, and that growth during this period will be defined in detail through a ROPA prior to, or in parallel with, the next statutory five-year official plan review.

Contents of Regional Official Plan Amendment No. 49

The IGMS and the direction from Regional Council discussed above are implemented through Regional Official Plan Amendment No. 49. The Amendment is comprised of, among other things, the following:

- the identification of population and employment forecasts for Halton to 2051 and a distribution of population and employment growth to 2041 by Local Municipality;
- updates to the intensification and density targets;
- a framework for planning for growth between 2041 and 2051;
- revisions to the policy framework and identification of additional Regional Nodes;
- a new policy framework and identification of Regional Intensification Corridors;
- an updated policy framework for the Region's Employment Areas;
- updates to corridor protection area policies and mapping; and
- mapping updates, including to delineate the existing Regional Urban Boundary and to delineate the existing Regional Employment Areas based on the supported conversions, additions, and revisions.

Working Consolidation of the Regional Plan & ROPA No. 49

For the convenience of the reader, the effect of ROPA 49 is shown in a Working Consolidation of the Regional Plan. This document shows the revisions, additions and deletions proposed to be introduced by ROPA 49 in "track changes" and is presented as Appendix I. In the event of conflict between the details of ROPA 49, as described under Part B of this Amendment and the document in Appendix I, the former shall prevail.

PART B THE AMENDMENT

Introductory Statement

All of this part constitutes Amendment No. 49 to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton.

Details of the Amendment

The Amendment consists of 116 items.

The Regional Plan is amended as follows:

- Items 1 through 89 (changes to text and tables)

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

- Items 90 through 116 (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 #17.

Table A

Parts identified in red underline represent additions while parts identified in ~~yellow highlight strikethrough~~ represent deletions to the Regional Official Plan.

Item	Section	Details of the Amendment	Description
		PART II – BASIC POSITION	
1.	7(8) [New]	A new Section 7(8) is added to read as follows: <u>“2014-2022 – A major review, including extensive public and agency consultation, of this Plan undertaken to achieve conformity with Provincial plans and legislation in accordance with Section 26 of the Planning Act, and implemented to date through separate amendments addressing a Regional Urban Structure and a Preferred Growth Concept, with all other matters to be addressed through a future amendment.”</u>	To update list of major updates to the Regional OP to reference the ROPR and ROPAs 48/49.
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 and employment forecasts and the supply of land within <i>settlement areas</i> , the planning horizon is the year 2051, <u>with planning for growth to this planning horizon undertaken in two periods, being between 2022 to 2041 and 2041 to 2051 as described in Section 55.4 of this Plan.</u> ”	To provide clarification on the planning horizon and the growth strategy set out to support the Regional Structure.
3.	50.2(1)	Is amended to read as follows: “ <i>Settlement Areas</i> , consisting of the Urban Areas <u>within the Regional Urban Boundary and its Regional Urban Structure as shown on Map 1H, as well as</u> <i>Hamlets and Rural Clusters</i> , as shown on <u>Map 1, Maps 1E and 1G,</u> ”	To simplify the reference to Settlement Areas and to reference only Map 1, which sets out the Regional Structure and is the appropriate reference for overall settlement area boundaries./
4.	51.3(1)	Is amended to read as follows: “ <i>Strategic Growth Areas</i> that are subject to <i>policies</i> and/or conditions for <i>development</i> as described in Section 78 to 82.2 <u>82.7</u> of this Plan and which are identified below and shown on Map 1H: a) <i>Urban Growth Centres</i> ; b) <i>Major Transit Station Areas</i> ; c) Proposed Major Transit Stations; d) <i>Primary Regional Nodes</i> ; e) <i>Secondary Regional Nodes</i> ; and, f) <i>Regional Intensification Corridors</i> . The detailed boundaries of <i>Urban Growth Centres</i> , <u>and</u> <i>Major Transit Station Areas</i> , <u>and</u> <i>Primary Regional Nodes</i> are identified on Map 6. <u>The <i>Strategic Growth Areas</i> are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations.</u>	To update the trailing paragraph given the updated approach to Regional Nodes whereby Primary Regional Nodes are delineated and assigned a minimum density target.

Item	Section	Details of the Amendment	Description																												
		<p><u>Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</u></p>																													
5.	55	<p>Is amended to read as follows:</p> <p>“The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment 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.”</p>	<p>To remove placeholder content from ROPA 48 and to maintain a general reference to the Table 1 distribution.</p>																												
6.	55.1	<p>Is amended to read as follows:</p> <p>“The Regional Structure also sets out targets for intensifying development intensification within the Built-Up Area, and development density in and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2.”</p>	<p>To update references to the intensification and density targets in Table 2.</p>																												
7.	55.2	<p>Is amended to read as follows:</p> <p>“The Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031, 2022 to 2041 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a. Regional phasing for growth between 2041 and 2051 will be determined in accordance with Section 55.4 of this Plan.”</p>	<p>To update the reference to the Regional phasing period.</p>																												
8.	55.4 [New]	<p>A new Section 55.4 is added to read as follows:</p> <p><u>“The Regional Structure is based on a strategy to accommodate growth in Halton to 2051 as follows:</u></p> <p><u>a) for population and employment growth between 2022 and 2041, directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1; and</u></p> <p><u>b) for population and employment growth between 2041 and 2051, planning for growth by amendment to this Plan and in manner that supports the Regional Urban Structure and considers the need for additional land outside the Regional Urban Boundary in accordance with the framework set out in Sections 77(7) and 77(7.1) of this Plan.”</u></p>	<p>To clarify the approach to accommodating growth in Halton prior to 2041 and between 2041 and 2051 and to reference the framework for planning for growth in the 2041 to 2051 period found later in the Plan.</p>																												
9.	Table 1	<p>Is amended by deleting Table 1 in its entirety and replacing it with a new version that reads as follows:</p> <p style="text-align: center;"><u>Table 1: Population & Employment Distribution</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="3"><u>Population¹</u></th> <th colspan="3"><u>Employment</u></th> </tr> <tr> <th><u>Municipality</u></th> <th><u>2021</u></th> <th><u>2041</u></th> <th><u>2051 *</u></th> <th><u>2021</u></th> <th><u>2041</u></th> <th><u>2051 *</u></th> </tr> </thead> <tbody> <tr> <td><u>Burlington</u></td> <td><u>193,000</u></td> <td><u>240,500</u></td> <td><u>*</u></td> <td><u>98,500</u></td> <td><u>115,500</u></td> <td><u>*</u></td> </tr> <tr> <td><u>Oakville</u></td> <td><u>220,000</u></td> <td><u>331,500</u></td> <td><u>*</u></td> <td><u>110,500</u></td> <td><u>161,000</u></td> <td><u>*</u></td> </tr> </tbody> </table>		<u>Population¹</u>			<u>Employment</u>			<u>Municipality</u>	<u>2021</u>	<u>2041</u>	<u>2051 *</u>	<u>2021</u>	<u>2041</u>	<u>2051 *</u>	<u>Burlington</u>	<u>193,000</u>	<u>240,500</u>	<u>*</u>	<u>98,500</u>	<u>115,500</u>	<u>*</u>	<u>Oakville</u>	<u>220,000</u>	<u>331,500</u>	<u>*</u>	<u>110,500</u>	<u>161,000</u>	<u>*</u>	<p>To identify the total growth to be accommodated in Halton to 2051 and the distribution of growth to the local municipalities to 2041.</p>
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10.	Table 2	<p>Is amended by deleting Table 2 in its entirety and replacing it with a new version that reads as follows:</p> <p style="text-align: center;"><u>Table 2: Intensification & Density Targets</u></p> <table border="1"> <thead> <tr> <th rowspan="2"><u>Target</u></th> <th colspan="5"><u>Municipality</u></th> </tr> <tr> <th><u>Halton Region</u></th> <th><u>Burlington</u></th> <th><u>Oakville</u></th> <th><u>Milton</u></th> <th><u>Halton Hills</u></th> </tr> </thead> <tbody> <tr> <td><u>Intensification Target</u></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><u>Housing Units in Built-Up Area¹</u></td> <td><u>53,300</u></td> <td><u>20,500</u></td> <td><u>19,400</u></td> <td><u>9,800</u></td> <td><u>3,600</u></td> </tr> <tr> <td><u>Designated Greenfield Area Density Target</u></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><u>People and Jobs per Hectare in the Designated Greenfield Area²</u></td> <td><u>62</u></td> <td><u>76</u></td> <td><u>70</u></td> <td><u>59</u></td> <td><u>53</u></td> </tr> <tr> <td><u>Employment Area Density Target</u></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><u>Jobs per Hectare in the Employment Areas³</u></td> <td><u>26</u></td> <td><u>33</u></td> <td><u>36</u></td> <td><u>19</u></td> <td><u>24</u></td> </tr> </tbody> </table> <p>¹ <u>Target for the number of new housing units occurring with the <i>Built-Up Area</i> as shown on Map 1H between 2022 and 2041 and representing 45% of all new units during this period.</u></p> <p>² <u>Target for the number of people and jobs per hectare in the <i>Designated Greenfield Area</i> by 2041, consisting of the lands within the Regional Urban Boundary and outside of the <i>Built-Up Area</i> as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.</u></p> <p>³ <u>Target for the number of jobs per hectare in the <i>Employment Areas</i> by 2041, as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.</u></p>	<u>Target</u>	<u>Municipality</u>					<u>Halton Region</u>	<u>Burlington</u>	<u>Oakville</u>	<u>Milton</u>	<u>Halton Hills</u>	<u>Intensification Target</u>						<u>Housing Units in Built-Up Area¹</u>	<u>53,300</u>	<u>20,500</u>	<u>19,400</u>	<u>9,800</u>	<u>3,600</u>	<u>Designated Greenfield Area Density Target</u>						<u>People and Jobs per Hectare in the Designated Greenfield Area²</u>	<u>62</u>	<u>76</u>	<u>70</u>	<u>59</u>	<u>53</u>	<u>Employment Area Density Target</u>						<u>Jobs per Hectare in the Employment Areas³</u>	<u>26</u>	<u>33</u>	<u>36</u>	<u>19</u>	<u>24</u>	To update the intensification target and the Designated Greenfield Area density target, and, to add a new density target for Employment Areas.
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11.	Table 2a	<p>Is amended by deleting Table 2a in its entirety and replacing it with a new version that reads as follows:</p> <p style="text-align: center;">Table 2a: Regional Phasing</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Municipality</u></th> <th style="text-align: center;"><u>2022-2026</u></th> <th style="text-align: center;"><u>2027-2031</u></th> <th style="text-align: center;"><u>2032-2036</u></th> <th style="text-align: center;"><u>2037-2041</u></th> </tr> </thead> <tbody> <tr> <td colspan="5">Halton Region</td> </tr> <tr> <td><u>Units in the Designated Greenfield Area</u></td> <td style="text-align: center;">14,970</td> <td style="text-align: center;">15,900</td> <td style="text-align: center;">16,470</td> <td style="text-align: center;">16,810</td> </tr> <tr> <td><u>Low Density Units</u></td> <td style="text-align: center;"><u>5,920</u></td> <td style="text-align: center;"><u>6,270</u></td> <td 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13.	74	<p>Is modified to read as follows:</p> <p>“The Urban Area consists of areas so designated, <u>within the Regional Urban Boundary as delineated</u> 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.”</p>	To include a reference to the Regional Urban Boundary in the description of the Urban Area.																								
14.	75	<p>Is modified to read as follows:</p> <p>“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, <u>the intensification and density targets as shown in Table 2</u>, the Regional phasing as shown in Table 2a, and the targets for <i>Strategic Growth Areas</i> as shown in Table 2b.”</p>	To add a reference to Table 2 targets.																								
15.	77(1)	<p>Is modified to read as follows:</p> <p>“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:</p> <ol style="list-style-type: none"> 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 <u>2031 2041</u>; 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); 	To update reference to annual population and employment forecasts, such that they are extended to 2041.																								

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		<p>e) contain assignment of population, employment and housing units under Sections 77(1)c) and 77(1)d) to the <i>Built-Up Area</i>, <i>Designated Greenfield Area</i>, <i>Employment Areas</i>, and outside the Urban Area, consistent with Table 2; and</p> <p>f) contain estimates of <i>Affordable Housing</i> units to be achieved annually, consistent with the housing targets under Sections 86(6) and 86(6.1)."</p>	
16.	77(2)	<p>Is modified by deleting the words "Section number not in use." and replacing it with a new Section 77(2) that reads as follows:</p> <p><u>"Require Local Official Plans to delineate the Regional Urban Boundary."</u></p>	To add direction to require the Local Municipalities to delineate the Regional Urban Boundary.
17.	77(2.1)	<p>Is modified to read as follows:</p> <p>"Direct, through Table 2 and Table 2a, to the <i>Built-Up Area</i> a minimum of 40 <u>45</u> per cent of new residential <i>development</i> occurring annually within <i>Halton</i> in 2015 and every year thereafter <u>between 2022 and 2041.</u>"</p>	To update the policy that speaks to the Built-Up Area intensification target.
18.	77(2.3)	<p>Is modified to read as follows:</p> <p>"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:</p> <p>a) updating the assignment of housing units to the <i>Built-Up Area</i> under Section 77(1) e) for the period between the current year and 2034 <u>2041</u> while maintaining the <i>intensification</i> targets of Table 2;</p> <p>b) limiting the annual number of new housing units occurring in the <i>Designated Greenfield Area</i> based on forecasts under Section 77(1)e);</p> <p>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 <i>development</i> from both the <i>Built-Up Area</i> and the <i>Designated Greenfield Area</i> that deliver a minimum of 40 <u>45</u> per cent of new units in the <i>Built-Up Area</i>; and/or</p> <p>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."</p>	To update the policy that speaks to redressing significant deficits related to the intensification target.
19.	77(3)	<p>Is modified to read as follows:</p> <p>"Require the Local Municipalities and encourage <i>public agencies</i> in <i>Halton</i> 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 <u>2a</u>, <u>and 2b</u> as the basis for their plans and provision of services."</p>	To update a cross-reference.
20.	77(4)	<p>Is modified to read as follows:</p> <p>"Require the Local Municipalities to demonstrate with sufficient details, through their respective Official Plans and amendments</p>	To update a cross-reference.

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		thereof, how the distribution of population and employment in Table 1, the targets in Table 2 <u>and 2b</u> , and the Regional phasing in Table 2a can be achieved and maintained at all times.”	
21.	77(5)	<p>Is modified to read as follows:</p> <p>“Require the Local Municipalities to prepare <i>Area-Specific Plans</i> or policies for major growth areas, including the <i>development</i> or redevelopment of communities. The area may contain solely employment lands without residential uses or solely an <i>Intensification Area</i> <u>a <i>Strategic Growth Area</i></u>. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the <i>goals</i> and <i>objectives</i> of this Plan are being attained and shall include, among other things:”</p>	To update terminology.
22.	77(6)	<p>Is modified to read as follows:</p> <p>“Require Local Official Plans to specify <i>development</i> phasing strategies within the Urban Area consistent with the <i>policies</i> of this Plan, giving priority to achieving the distribution and Regional phasing as set out in Tables 1, 2, and 2a, <i>development</i> of <i>Intensification Areas</i> <u><i>Strategic Growth Areas</i></u>, employment lands, infilling and completion of existing neighbourhoods and communities. Each <i>development</i> phase shall support the creation of healthy communities.”</p>	To update terminology.
23.	77(7)	<p>Is modified by revising subsections a), a.1), and b) and by relocating subsections b.1) through g)) to a new Section 77(8) so that Section 77(7) reads as follows:</p> <p>“Introduce, only by amendment(s) to this Plan, <u>an expansion to the <i>Regional Urban Boundary</i></u> Urban Area expansions based on a <u><i>municipal comprehensive review</i> undertaken as part of the <i>Region’s</i> statutory five-year review of the Official Plan</u> under <u>Section 26 of the Planning Act</u>, provided that it can be demonstrated that:</p> <p>a) sufficient opportunities to accommodate the distribution of population and employment in Table 1, based on <u>the minimum intensification and density targets in Table 2 and 2b</u>, are not available within the Region <u><i>Regional Urban Boundary</i></u>;</p> <p>a1b) <u>the expansion makes available sufficient lands to accommodate population and employment growth for a time horizon of at least ten years but not exceeding the time horizon of this Plan 20 years unless otherwise directed by Provincial Plan or policy, based on a land needs assessment, while minimizing land consumption;</u></p> <p>bc) <u>the timing of the expansion and the phasing of development within the new <i>Designated Greenfield Areas</i> will not adversely affect the achievement of the minimum intensification and density targets in Table 2 and 2b, the Regional phasing in Table 2a, and other policies of this Plan; and,</u></p> <p>d) <u>for population and employment growth between 2041 and 2051, the expansion addresses Section 77(7.1) of this Plan.”</u></p>	To update the criteria that must be demonstrated to support a settlement area boundary expansion in accordance with the Growth Plan.
24.	77(7.1)	<p>A new Section 77(7.1) is added to read as follows:</p> <p>“<u>In planning for growth between 2041 and 2051, in addition to the requirements of Section 77(7) of this Plan, an expansion to the <i>Regional Urban Boundary</i> may only be permitted on the basis of considering:</u></p>	To include a framework that guides planning for growth in Halton between 2041 and 2051, including specific considerations in

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		<p><u>a) the impacts of any changes to the Provincial land use planning framework and their impact on the Region’s ability to accommodate growth within the Regional Urban Boundary as shown on Map 1;</u></p> <p><u>b) the results of a growth monitoring framework that provides information on the indicators below, reported to Regional Council annually to ensure there is sufficient lead time to inform and support planning for growth between 2041 and 2051:</u></p> <p><u>[i] the amount and type of housing units and population and employment growth occurring within the Strategic Growth Areas identified in Section 79.1 of this Plan;</u></p> <p><u>[ii] the amount and type of housing units and population growth occurring within the Built-Up Area of each Local Municipality and the Region as a whole and how this compares to the intensification target in Table 2 of this Plan;</u></p> <p><u>[iii] the amount and type of housing units and population and employment growth occurring within the Designated Greenfield Areas of each Local Municipality and the Region as a whole and how this compares to the density target in Table 2 of this Plan;</u></p> <p><u>[iv] the supply of housing in accordance with Section 86(1) of this Plan;</u></p> <p><u>[v] the amount and type of employment growth occurring within the Employment Areas of each Local Municipality and the Region as a whole and how this compares to the density target in Table 2 of this Plan;</u></p> <p><u>[vi] the amount of major office employment occurring within Strategic Growth Areas, Employment Areas, and the Region as a whole;</u></p> <p><u>[vii] the amount and type of housing unit growth within each Local Municipality and the Region as a whole and how this compares to the Regional phasing identified in Table 2a of this Plan;</u></p> <p><u>[viii] the available supply of land designated for residential uses and its status with respect to the planning process and the availability of infrastructure;</u></p> <p><u>[ix] the available supply of land designated for employment uses and its status with respect to the planning process and the availability of infrastructure; and</u></p> <p><u>[x] the annual absorption of employment lands within each Local Municipality and the Region as a whole and, based on trend observed, the time at which the remaining supply of employment lands is expected to be exhausted;</u></p> <p><u>c) the findings of a Natural Heritage and Water Resources Impact Assessment, the Agricultural Impact Assessment, and the impacts of any updates to the policies of this Plan related to the Natural Heritage System and Agricultural System.”</u></p>	<p>demonstrating the need for a settlement area boundary expansion.</p>
25.	77(8) [New]	<p>Is modified by relocating Section 77(8) to a new Section 77(10), relocating existing Sections 77(7)(c) through g) to a new Section 77(8), and further modifying and adding to these policies so that a new Section 77(8) is added that reads as follows:</p> <p><u>“Where the need for an expansion of the Regional Urban Boundary has been justified in accordance with Section 77(7), the feasibility and the most appropriate location of the expansion area will be</u></p>	<p>To relocate and update the criteria that must be demonstrated to determine the feasibility / appropriate location of a required settlement area boundary expansion in</p>

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		<p><u>determined based on the relevant policies of this Plan, including the following:</u></p> <p>ea) <u>existing or planned infrastructure, public service facilities, and human services</u> required to accommodate the proposed expansion <u>have sufficient capacity to support the proposed expansion and</u> can be provided in a financially and environmentally sustainable manner, <u>and is</u> based on a financing plan, <u>demonstrating financial viability over the full life cycle of these assets,</u> communicated to the public and subsequently approved by Council;</p> <p>b) <u>the proposed expansion is informed by applicable water and wastewater master plans or the equivalent, and stormwater master plans or the equivalent, as appropriate;</u></p> <p>c) <u>the proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;</u></p> <p>d) <u>the proposed expansion avoids key hydrologic areas and the Growth Plan Natural Heritage System, where possible;</u></p> <p>de) <u>in the proposed expansion avoids Prime Agricultural Areas, as shown on Map 1E, where possible, and, to support the Agricultural System, alternative locations across the Region have been evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System in accordance with the following:</u></p> <p>[i] the lands do not comprise <i>specialty crop areas</i>;</p> <p>[ii] there are no reasonable alternatives that avoid <i>Prime Agricultural Areas</i>; and</p> <p>[iii] there are no reasonable alternatives on lower priority agricultural lands within the <i>Prime Agricultural Areas</i>;</p> <p>ef) <u>the proposed expansion is in compliance with the Minimum Distance Separation formulae has been addressed.</u></p> <p>eg) <u>any adverse impacts on the agri-food network from the proposed expansion, including impacts from the expansion on agricultural operations adjacent or close to the Urban Area, are avoided, or if avoidance is not possible, are minimized and mitigated as determined through an agricultural impact assessment to the extent feasible;</u></p> <p>fh) <u>the amount of land area and the most appropriate location for proposed expansion to the Urban Area are is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe;</u></p> <p>b4i) <u>the proposed expansion is located outside of and will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan, and will meet the requirements of the applicable source protection plans;</u></p> <p>b2j) <u>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, public service facilities, 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;</u></p> <p>k) <u>the proposed expansion is consistent with the and goals, objectives and policies of this Plan and are based on, among</u></p>	<p>accordance with the Growth Plan.</p>

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		<p>other things, the following:</p> <ul style="list-style-type: none"> (i) land supply analysis consistent with Section 77(7)a); (ii) alternative <i>development</i> scenarios and their implications with respect to efficient use of urban <i>infrastructure</i>, ease of access to existing and planned transportation facilities, community services, retail requirements, <i>mineral aggregate resources, agriculture</i>, 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) 77(8)a) to 77(8)j) inclusive, (iii) a fiscal impact analysis of the new growth on the <i>Region</i> and the Local Municipalities, (iii)iv) criteria for evaluating such scenarios and the evaluation thereof, (iv) an extensive public consultation program throughout the comprehensive review, (v) preparation or update of a multi-year master plan for the phasing in of <i>urban services</i> and transportation facilities, and (vi) 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 <i>infrastructure</i>." 	
26.	77(9)	<p>Is modified by deleting the words "Section number not in use." and replacing it with a new Section 77(9) that reads as follows:</p> <p><u>"Notwithstanding Section 77(7) of this Plan, the <i>Region</i> may adjust the Regional Urban Boundary through an amendment to this Plan outside of a <i>municipal comprehensive review</i>, provided:</u></p> <ul style="list-style-type: none"> <u>a) there will be no net increase in the land within the Regional Urban Boundary;</u> <u>b) the adjustment would support the <i>Region's</i> ability to meet the <i>intensification</i> and density targets of this Plan;</u> <u>c) the location of any lands added to the Regional Urban Boundary satisfies the applicable requirements of Section 77(8);</u> <u>d) the location of any lands added to the Regional Urban Boundary are not in the Greenbelt Plan area; and</u> <u>e) the lands to be added to the Regional Urban Boundary are serviced by municipal water and wastewater systems and there is sufficient reserve <i>infrastructure</i> capacity to service the lands."</u> 	To reflect Section 2.2.8.4 of the Growth Plan which enables municipalities to adjust settlement area boundaries outside an MCR, subject to criteria.
27.	77(10)	<p>Is modified by deleting the words "Section number not in use." and replacing it with a new Section 77(10) that reads as follows:</p> <p><u>"Notwithstanding Section 77(7) of this Plan, the <i>Region</i> may expand the Regional Urban Boundary through an amendment to this Plan in advance of a <i>municipal comprehensive review</i> provided:</u></p> <ul style="list-style-type: none"> <u>a) the lands that are added to the Regional Urban Boundary are planned to achieve or exceed the minimum density target for the <i>Designated Greenfield Area</i> or <i>Employment Areas</i> as identified in Table 2, as appropriate;</u> <u>b) the location of the lands that are added to the Regional Urban Boundary satisfy the applicable requirements of Section 77(8);</u> <u>c) the location of any lands added to the Regional Urban Boundary</u> 	To reflect Section 2.2.8.5 of the Growth Plan which enables settlement area boundary expansions in advance of a municipal comprehensive review process.

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		<p><u>is outside of the Greenbelt Plan area;</u></p> <p><u>d) the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands added to the Regional Urban Boundary;</u></p> <p><u>e) the additional lands added to the Regional Urban Boundary and the associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review;</u></p> <p><u>f) for population and employment growth between 2041 and 2051, the expansion addresses Section 77(7.1) of this Plan; and</u></p> <p><u>g) the amount of land to be added to the Regional Urban Boundary is no larger than 40 hectares.”</u></p>	
28.	77(11)	<p>Is modified by deleting the words “[Section number not in use.]” and replacing it with the existing policy in Section 77(8), relocated to a new Section 77(11) that reads as follows:</p> <p>“Monitor regularly the demand and supply of urban <i>development</i> lands to ensure that there is sufficient lead time to undertake the <i>municipal comprehensive review</i> under Section 77(7) and, if necessary, initiate the appropriate studies prior to a five-year review of this Plan.”</p>	To relocate the existing 77(8) to 77(11) to facilitate use of sections not in use and updates settlement area expansion policies.
29.	77(12)	<p>Is modified to read as follows:</p> <p>“Prepare, in conjunction with the Local Municipalities, the School Boards and Provincial agencies responsible for other <i>human services</i>, a Joint <i>Infrastructure</i> Staging Plan, based on the distribution of population and employment in Table 1 and their forecasts under Section 77(1), and any community <i>infrastructure</i> plans under Section 77(5)p), as well as Local and Regional <i>development</i> phasing strategies, to ensure that <i>infrastructure, public service facilities</i>, and <i>human services</i> to support <i>development</i> 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.”</p>	To add a reference to ‘public service facilities’, which is now a defined term.
30.	77(13)	<p>Is modified to read as follows:</p> <p>“On the basis of the Joint <i>Infrastructure</i> Staging Plan, seek funding assistance and coordination of their expenditures from the Federal and Provincial governments for the orderly and timely provision of <i>infrastructure, public service facilities</i>, and <i>human services</i>.”</p>	To add a reference to ‘public service facilities’, which is now a defined term.
31.	77(15)	<p>Is modified to read as follows:</p> <p>“Require the <i>development</i> industry to absorb its share of the cost of the provision of <i>infrastructure, public service facilities</i>, and <i>human services</i> as permitted by applicable legislation and that any financial impact of new <i>development</i> 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 <i>infrastructure</i> and <i>public service facilities</i> under the Joint <i>Infrastructure</i> Staging Plan by Provincial</p>	To add a reference to ‘public service facilities’ and italicize and existing use of the term, which is now a defined term.

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		<p>and Federal Governments and other service providers are coordinated 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.”</p>	
32.	77(16)	<p>Is modified to read as follows:</p> <p>“Require the Local Municipalities to phase <i>development</i> to the year 2034 <u>2041</u> in accordance with Map 5, Regional Phasing Map, Table 2a Regional phasing, and the <i>policies</i> 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 <i>Area-Specific Plans</i> and the preparation and processing of Zoning By-laws and planning applications for site-specific <i>development</i>, such as applications for draft plan of subdivision approval on lands in the 2021-2034 <u>2022-2041</u> phase on Map 5 can proceed prior to 2021 but must be in accordance with Section 77(17).”</p>	<p>To update references to the timing of Regional Phasing.</p>
33.	77(17)	<p>Is modified to read as follows:</p> <p>“Require the following prior to the Local Municipality approving <i>development</i> within any Regional phase and prior to the progression of <i>development</i> from one Regional phase to the next as set out on Map 5 as modified:</p> <ul style="list-style-type: none"> a) approval by Regional Council of a financial and implementation plan, including financial commitment by the private <i>development</i> sector to absorb its share of the cost of the provision of the necessary <i>infrastructure</i>, <u>public service facilities</u>, and <i>human services</i> as permitted by applicable legislation. The financial and implementation plan shall be based on: <ul style="list-style-type: none"> [i] <i>Area-Specific Plans</i> 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 <i>Infrastructure</i> Staging Plan as described in Section 77(12); b) approval of applicable development charge by-laws; c) determination by Regional Council that the <i>intensification</i> 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 <i>development</i> 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.” 	<p>To add a reference to ‘public service facilities’, which is now a defined term.</p>
34.	78.1(5)	<p>Is modified by adding a new Section 78.1(5) that reads as follows:</p> <p><u>“To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation;”</u></p>	<p>To add an objective for the Regional Urban Structure related to climate change.</p>

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35.	79(11)	<p>Is modified by deleting the section in its entirety:</p> <p>“For Regional Corridors:</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) To accommodate local services, including recreational, cultural and entertainment uses.”</p>	<p>To relocate existing objectives related to Regional Intensification Corridors.</p>
36.	79.1	<p>Is modified to read as follows:</p> <p>“Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:</p> <ol style="list-style-type: none"> (1) <i>Urban Growth Centres</i>, as delineated as an overlay on top of the Urban Area on Map 1H and Map 6, subject to specific policies in Section 80.1, in addition to those for <i>Strategic Growth Areas</i>, (2) <i>Major Transit Station Areas</i> as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for <i>Strategic Growth Areas</i>, (3) Primary and Secondary <i>Regional Nodes</i> identified by symbol as shown on Map 1H due to their contribution to the Regional Urban Structure, subject to policies in Sections 82 to 82.2, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit; (4) <i>Regional Intensification Corridors</i> as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, and as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within the Urban Areas, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service as shown on Map 3, and (5) <i>Local Nodes and Local Intensification Corridors</i> as identified in Local Official Plans, which have a concentration of residential and/or employment uses with development densities and patterns supportive of pedestrian traffic active transportation and public transit.” 	<p>To update the reference to Regional Nodes on Map 1H and to update the description of Regional Intensification Corridors.</p>
37.	79.2	<p>Is modified to read as follows:</p> <p>“The Regional Urban Structure contains a hierarchy of <i>Strategic Growth Areas</i> as delineated or identified by symbol on Map 1H:</p> <ol style="list-style-type: none"> (1) <i>Urban Growth Centres / Major Transit Station Areas</i> on a Priority Transit Corridor; (2) <i>Urban Growth Centres / Major Transit Station Areas</i> on a Commuter Rail Corridor; (3) <i>Major Transit Station Areas</i> on a Priority Transit Corridor; 	<p>To update the reference to Regional Intensification Corridors and Local Corridors.</p>

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		<p>(4) <i>Major Transit Station Areas</i> on a Commuter Rail Corridor; (5) <i>Primary Regional Nodes</i>; (6) <i>Secondary Regional Nodes</i>; and, (7) <i>Regional <u>Intensification</u> Corridors</i>.</p> <p>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 <u>and Local Intensification Corridors</u></i>.</p> <p><u>The <i>Strategic Growth Areas</i> are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within <i>Strategic Growth Areas</i> is subject to the applicable <i>policies</i> of this Plan and is to occur in accordance with <i>Local Official Plans and Zoning By-laws</i>.</u></p>	
38.	79.3(2)	<p>Is modified to read as follows:</p> <p>“Require Local Official Plans to identify <i>Strategic Growth Areas</i> with detailed boundaries in accordance with the <i>objectives</i> and <i>policies</i> of this Plan, and for <i>Urban Growth Centres</i>, <u>and <i>Major Transit Station Areas</i>, <u>and <i>Primary Regional Nodes</i></u>, in accordance with the boundaries as delineated on Map 1H and Map 6.”</u></p>	To add a reference to Primary Regional Nodes.
39.	79.3(10.1)	<p>Is modified to read as follows:</p> <p>“Require the Local Municipalities to direct <i>major office</i>, retail and appropriate major institutional <i>development</i> to <i>Urban Growth Centres</i>, <i>Major Transit Station Areas</i>, <u><i>Primary Regional Nodes</i></u>, areas with existing <i>frequent transit</i> services, or existing or planned <i>higher order transit</i> services.”</p>	To add a reference to Primary Regional Nodes.
40.	79.3(12)	<p>Is modified to read as follows:</p> <p>“Ensure the long-term operational and economic viability of existing or planned <i>major facilities</i>, and achieve land use compatibility between major facilities and <i>sensitive land uses</i> within or adjacent to <i>Strategic Growth Areas</i> <u>in accordance with Section 143(12) of this Plan. by:</u></p> <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 <i>adverse effects</i> 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 <i>sensitive land uses</i> 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] <i>adverse effects</i> to the proposed sensitive land use are</u></p>	To relocate policy direction related to land use compatibility to Section 143(12) of the Regional Official Plan.

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		<p>minimized and mitigated; and (iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</p>	
41.	81.3	<p>Is modified to read as follows:</p> <p>“The objectives of the any Proposed Major Transit Stations as identified on Map 1H 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</i> 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.” 	<p>Updates to clarify framework is for any future Proposed Major Transit Stations that may be identified, as the Proposed Major Transit Station identified in ROPA 48 has now been identified as an MTSA.</p>
42.	82	<p>Is modified to read as follows:</p> <p>“The objectives of the <i>Regional Nodes</i>, as identified by symbol shown 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 or are planned for a concentration of <i>public service facilities</i> (i.e. hospitals, universities) and/or transit-supportive, high density uses. (2) To leverage <i>infrastructure</i> investments and the development of <i>public service facilities</i> 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 <i>Local Urban Structures</i>.” 	<p>To update policy to reflect revised approach to Regional Nodes and to clarify the wording of one objective.</p>
43.	82.1	<p>Is modified to read as follows:</p> <p>“The Regional Nodes as identified are shown on Map 1H by symbol are as follows:</p> <ol style="list-style-type: none"> (1) Primary <i>Regional Nodes</i> are delineated on Map 1H and Map 6 and that are planned to accommodate growth and contain a concentration of <i>public service facilities</i> or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context: <ol style="list-style-type: none"> a) Uptown Core, Oakville; b) Trafalgar Urban Core, Oakville b)c) Hospital District, Oakville; d) Palermo Village, Oakville; and e) Neyagawa Urban Core, Oakville; and f) Dundas Urban Core, Oakville. g) Milton Education Village Innovation District, Milton; e) Uptown Urban Centre, Burlington. (2) Secondary <i>Regional Nodes</i> are identified by symbol on Map 1H and that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use 	<p>To update the framework for Primary Regional Nodes (those that are delineated and assigned a density target) and Secondary Regional Nodes (those that are identified by symbol) and to update the list of each accordingly.</p>

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		<p>intensification at a scale appropriate for their context:</p> <p>a) Noyagawa Urban Core, Oakville;</p> <p><u>a) Uptown Urban Centre, Burlington</u></p> <p>b) Kerr Village, Oakville</p> <p>c) Bronte Village, Oakville;</p> <p>d) Downtown Oakville;</p> <p>e) Downtown Urban Centre, Burlington;</p> <p>f) Downtown Georgetown, Halton Hills; and</p> <p>g) Guelph Street Corridor, Halton Hills.“</p>	
44.	82.2	<p>Is modified to read as follows:</p> <p>“It is the <i>policy</i> of the <i>Region</i> to:</p> <p>(1) Direct <i>development</i> with higher densities 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.</p> <p>(2) <u>Require the Local Municipalities to delineate the boundaries of Primary Regional Nodes in accordance with Map 1H and encourage</u> Encourage the Local Municipalities to delineate the boundaries of <u>Secondary</u> Regional <i>Regional Nodes</i>.</p> <p>(3) For applicable <u>Primary Regional Nodes identified in Table 2b</u>, require the Local Municipalities to plan to achieve <u>the applicable minimum density target and the general</u> a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.</p> <p>(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.”</p>	To update the planning framework for Regional Nodes.
45.	Title [New]	<p>A new section title is added to read as follows:</p> <p><u>“Regional Intensification Corridors”</u></p>	To add a new section title for Regional Intensification Corridors.
46.	82.3 [New]	<p>A new Section 82.3 is added to read as follows:</p> <p><u>“The objectives of the Regional Intensification Corridors, identified conceptually 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 serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.</u></p> <p><u>(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.</u></p> <p><u>(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.</u></p> <p><u>(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.</u></p> <p><u>(5) To reflect and reinforce Local Urban Structures.”</u></p>	To identify objectives for the Regional Intensification Corridors.

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47.	82.4 [New]	<p>A new Section 82.4 is added to read as follows:</p> <p><u>“The Regional Intensification Corridors as identified conceptually on Map 1H are:</u></p> <p><u>(1) Trafalgar Corridor, Oakville/Milton/Halton Hills;</u></p> <p><u>(2) Dundas Corridor, Burlington/Oakville;</u></p> <p><u>(3) Plains-Fairview Corridor, Burlington;</u></p> <p><u>(4) Harvester-Wyecroft-Speers-Cornwall Corridor, Burlington/Oakville;</u></p> <p><u>(5) Appleby Corridor, Burlington;</u></p> <p><u>(6) Brant Corridor, Burlington; and</u></p> <p><u>(7) Bronte/Regional Road 25 Corridor, Oakville/Milton.”</u></p>	<p>To identify the Regional Intensification Corridors that form parts of the Regional Urban Structure.</p>
48.	82.5 [New]	<p>A new Section 82.5 is added to read as follows:</p> <p><u>“The Regional Intensification Corridors are identified conceptually on Map 1H, and for the purpose of illustrating their connective role in the Regional Urban Structure, in some instances they are depicted in areas outside of the Regional Urban Boundary. This is for illustrative purposes only and the policies of this Plan related to Regional Intensification Corridors are only applicable to lands within the Regional Urban Boundary.”</u></p>	<p>To clarify the application of the Regional Intensification Corridors outside the Regional Urban Boundary.</p>
49.	82.6 [New]	<p>A new Section 82.6 is added to read as follows:</p> <p><u>“In some areas of the Region, the Regional Intensification Corridors are located within Employment Areas. Within these areas, the purpose of the Regional Intensification Corridors is to support a range and mix of employment uses and higher density employment uses, consistent with the policies that apply to Employment Areas in Sections 83 to 83.2 of this Plan.”</u></p>	<p>To clarify the application of the Regional Intensification Corridors within Regional Employment Areas.</p>
50.	82.7 [New]	<p>A new Section 82.7 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 Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.</u></p> <p><u>(2) Encourage the Local Municipalities to:</u></p> <p><u>a) identify the Regional Intensification Corridors in their official plans;</u></p> <p><u>b) develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;</u></p> <p><u>c) identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; and</u></p> <p><u>d) identify and plan for Local Intensification Corridors as part of the Local Urban Structure, where appropriate.”</u></p>	<p>To identify policies for the Regional Intensification Corridors.</p>
51.	83(4) [New]	<p>A new Section 83(4) is added to read as follows:</p> <p><u>“To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of</u></p>	<p>To add a new objective for the Regional Employment Areas.</p>

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		<p><u>innovative employment uses and supporting the overall <i>Regional Urban Structure</i>.</u></p>	
52.	83.1	<p>Is modified to read as follows:</p> <p>“The <i>Employment Areas</i>, are shown as an overlay on top of the Urban Area on 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.”</p>	To clarify the approach to identifying new Employment Areas.
53.	83.2(1)	<p>Is modified by deleting the section in its entirety:</p> <p>“Prohibit residential and other non-employment uses including major retail uses in the Employment Areas except:</p> <p>a) to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009; or</p> <p>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:</p> <p>[i] the use is of small scale and such uses collectively within an <i>Employment Area</i> shall not change the character of that <i>Employment Area</i>;</p> <p>[ii] the location and design of the use meet the Land Use Compatibility Guidelines under Section 143(10) of this Plan;</p> <p>[iii] the use is located at the periphery of the <i>Employment Area</i>; and</p> <p>[iv] such uses do not collectively displace employment from the <i>Employment Area</i> to result in a shortfall in <i>Employment Areas</i> to meet the Local Municipality’s employment forecast in Table 1 and Table 2a.”</p>	To update the framework for permitted uses within the Regional Employment Areas.
54.	83.2(1)	<p>A new Section 82.3(1) is added to read as follows:</p> <p><u>“Plan for <i>Employment Areas</i> by:</u></p> <p><u>a) prohibiting residential uses;</u></p> <p><u>b) prohibiting <i>major retail uses</i>;</u></p> <p><u>c) permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;</u></p> <p><u>d) permitting a range of <i>ancillary uses</i> that are associated with an employment use or supportive of the overall <i>Employment Area</i>, as identified in Local Official Plans in accordance with Section 83.2(6)b) of this Plan;</u></p> <p><u>e) limiting <i>sensitive land uses</i>, including institutional uses, by only permitting such uses where they:</u></p> <p><u>[i] are an <i>ancillary use</i> that is associated with an employment use or that is supportive of the overall <i>Employment Area</i>;</u></p> <p><u>[ii] are located at the periphery of the <i>Employment Area</i> and/or identified within an appropriate Local Official Plan designation;</u></p> <p><u>[iii] address land use compatibility considerations in accordance with Section 143(12) of this Plan;</u></p>	To update the framework for permitted uses within the Regional Employment Areas.

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		<p><u>iv</u> support achieving the employment forecast in Table 1 and the density target for <i>Employment Areas</i> in Table 2 of this Plan; and,</p> <p><u>v</u> do not contain a residential component or function where individuals reside on a temporary or permanent basis, such as long-term care facilities, retirement homes, or boarding schools;</p> <p>f) recognizing existing uses.”</p>	
55.	83.2(1.1) [New]	<p>A new Section 83.2(1.1) is added to read as follows:</p> <p>“Notwithstanding Section 83.2(1)b) of this Plan, to recognize <i>major retail uses</i> as permitted by specific policies of a Local Official Plan on December 16, 2009.”</p>	To add a policy that continues to recognize existing permissions for major retail uses.
56.	83.2(4)	<p>Is modified to read as follows:</p> <p>“Require Local Municipalities to prohibit the conversion of lands within the <i>Employment Areas</i> to non-employment uses including <i>major retail</i> uses unless through a <i>municipal comprehensive review</i> where it has been demonstrated that:”</p>	To update the policy framework for consideration the conversion of lands within Employment Areas.
57.	83.2(4)d)	<p>Is modified to read as follows:</p> <p>“there is are existing or planned <i>infrastructure and public service facilities</i> to accommodate the proposed conversion;”</p>	To add a reference to public service facilities in accordance with the Growth Plan.
58.	83.2(5)	<p>Is modified by deleting Section 83.2(5) in its entirety and relocating it to a new Section 83.2(6)c).</p> <p>“Require Local Municipalities to promote <i>intensification and increased densities in both new and existing Employment Areas</i> by facilitating compact, transit-supportive built form and minimizing surface parking.”</p>	To relocate an existing policy.
59.	83.2(6)	<p>Is modified by deleting Section 83.2(6) in its entirety and relocating it to a new Section 83.2(8).</p> <p>“Subject to Section 77(7), designate lands where appropriate in the vicinity of existing or planned <i>major highway interchanges, ports, rail yards and airports</i> for employment purposes that rely on this <i>infrastructure</i>, once these lands are included in the Urban Area.”</p>	To relocate an existing policy.
60.	83.2(5) [New]	<p>A new Section 83.2(5) is added to read as follows:</p> <p>“Require development within the <i>Employment Areas</i> to support achieving the density target identified in Table 2 of this Plan.”</p>	To add a reference to the Employment Area density target.
61.	83.2(6) [New]	<p>A new Section 83.2(6) is added to read as follows:</p> <p>“Require Local Municipalities to plan for <i>Employment Areas</i> by:</p> <p>a) <u>delineating and protecting the <i>Employment Areas</i> as identified on Map 1H of this Plan;</u></p> <p>b) <u>developing policies and land use designations for lands within the <i>Employment Areas</i> that:</u></p> <p><u>i</u> <u>support accommodating forecast employment growth as identified in Table 1 and achieving the <i>Employment Area</i> density targets identified in Table 2 of this Plan;</u></p>	To update the direction provided to Local Municipalities in advancing more detailed planning for the Regional Employment Areas.

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		<p><u>ii) identify a range of employment uses, ancillary uses, and sensitive land uses, as appropriate for the planned function of the specific land use designations and their role within the Regional Urban Structure and Local Urban Structures;</u></p> <p><u>iii) require land use compatibility studies for sensitive land uses in accordance with Section 143(12) of this Plan; and</u></p> <p><u>iv) ensure an appropriate interface is provided between the Employment Areas and adjacent non-employment areas and between specific employment designations in the Local Official Plan to maintain land use compatibility.</u></p> <p><u>c) promoting intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form, development of active transportation networks, and minimizing surface parking.”</u></p>	
62.	83.2(7)c)	<p>Is modified to read as follows:</p> <p>“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 Sections <u>79.3(12) and 143(12)</u> of this Plan.”</p>	To update a cross-reference.
63.	83.2(8)	<p>Is modified by adding a new Section 83.2(8), relocated from Section 83.2(6), that reads as follows:</p> <p><u>“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.”</u></p>	To relocate an existing policy.
64.	86(6)a)	<p>Is modified to read as follows:</p> <p>“that at least 50 the per cent of new housing units produced annually in <i>Halton</i> be in the form of townhouses or multi-storey buildings <u>be at least 65 per cent to 2031 and at least 75 per cent each year thereafter</u>; and”</p>	To update the existing housing mix target.
65.	86(10)	<p>Is modified to read as follows:</p> <p>“Require Local Official Plans and Zoning By-laws to permit <u>additional residential units in new and existing residential development</u>, 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, <u>including:</u></p> <p><u>a) the use of two residential units in a detached house, semi-detached house or rowhouse; and</u></p> <p><u>b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.”</u></p>	To update policies related to Additional Residential Units consistent with Section 16(3) of the Planning Act.
66.	86(10.1)	<p>Is modified to read as follows:</p> <p>“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 <u>additional residential units</u>, as provided for in Provincial legislation, policy or plans.”</p>	To update policies related to Additional Residential Units consistent with Section 16(3) of the Planning Act.
67.	89(1)	<p>Is modified to read as follows:</p>	To add a reference to

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		<p>“Provide <i>urban services</i> only within the <u>Urban Area Regional Urban Boundary as delineated on Map 1 of this Plan</u>, unless otherwise permitted by specific <i>policies</i> of this Plan.”</p>	<p>the Regional Urban Boundary as it relates to servicing.</p>
68.	89(3)	<p>Is modified to read as follows:</p> <p>“Require that approvals for all new <i>development</i> within the <u>Urban Area Regional Urban Boundary as delineated on Map 1 of this Plan</u>, be on the basis of connection to <i>Halton’s</i> municipal water and wastewater systems, unless otherwise exempt by other <i>policies</i> of this Plan.”</p>	<p>To add a reference to the Regional Urban Boundary as it relates to servicing.</p>
69.	89(10.1)	<p>Is modified to read as follows:</p> <p>“Consider the over-sized components of the <i>urban services</i> 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 Sections <u>77(7) and 77(8)</u> of this Plan.”</p>	<p>Minor cross-reference update based on change to 77(7).</p>
		<p>PART IV – HEALTHY COMMUNITIES</p>	
70.	143(12)	<p>Is modified to read as follows:</p> <p>“<u>Require the proponent of Achieve land use compatibility between sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants and major facilities by:</u></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, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities to complete appropriate studies and undertake necessary mitigating actions, in accordance with Provincial guidelines, standards, and procedures as well as the Region’s Land Use Compatibility Guidelines, and Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines;</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>[i] <u>there is an identified need for the proposed use;</u></p> <p>[ii] <u>alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</u></p> <p>[iii] <u>adverse effects to the proposed sensitive land use are minimized and mitigated; and</u></p> <p>[iv] <u>potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</u></p> <p>c) <u>Specifically, requiring an air quality study based on guidelines under Section 143(2.1) is required for such development proposals with sensitive land uses located within 30m of a</u></p>	<p>To relocate policies related to land use compatibility.</p>

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		Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.”	
71.	152(2.1)	Is modified to read as follows: “Co-ordinate among the Local Municipalities and senior levels of government the long term planning and provision of community <i>infrastructure</i> , <i>public service facilities</i> , and <i>human services</i> required to support growth in <i>Halton</i> , including developing guidelines for the preparation of community <i>infrastructure</i> plans under Section 77(5p).”	To add a reference to ‘public service facilities’, which is now a defined term.
72.	173(1.2)	Require Local Municipalities, in consultation with and to the satisfaction of the Province, to develop official plan policies that provide protection for <i>planned corridors</i> , <u>including those identified in Section 173(1.4) of this Plan</u> , to ensure that <i>development</i> shall not predetermine or preclude the planning and/or implementation of the corresponding transportation facilities <u>and planned corridors</u> on Map 3.	To update the corridor protection policies related to HPBATS and the GTA West.
73.	173(1.4)	Is modified by deleting Section 173(1.4) in its entirety: “Prohibit the development of urban lands within the Halton-Peel Boundary Area Transportation Study/Greater Toronto Area West Corridor Protection Area as shown on Maps 3 and 5, until the completion of the appropriate Environmental Assessments and by amendment to this Plan and the Halton Hills Official Plan.”	To update the corridor protection policies related to HPBATS and the GTA West.
74.	173(1.4)	To add a new Section 173(1.4) that reads as follows: <u>“Identify the following planned corridors on Map 3:</u> <u>a) the Highway 413 Corridor and the Northwest GTA Transmission Corridor, consisting of:</u> <u>[i] a primary corridor protection area that reflects the Highway 413 Preferred Route (2020) and that is intended to be protected over the long-term for the planned corridor; and</u> <u>[ii] a secondary corridor protection area that reflects the Highway 413 Focused Analysis Area (2020) and the Northwest GTA Transmission Corridor Narrowed Area of Interest (2020) outside of the Highway 413 Preferred Route (2020) and that is intended to be protected only until such time as the final locations of the Highway 413 Corridor and the Northwest GTA Transmission Corridor are confirmed and the corridor protection areas are refined.</u> <u>b) the Halton-Peel Boundary Area Transportation Study (HPBATS) Corridor, consisting of a corridor protection area necessary to protect for transportation improvements.”</u>	To update the corridor protection policies related to HPBATS and the GTA West.
75.	173(1.5) [New]	To add a new Section 173(1.5) that reads as follows: <u>“Ensure that development within the areas identified in Section 173(1.4) and shown on Map 3 of this Plan will not preclude or negatively affect the planning and/or implementation of the planned corridors for the purpose(s) for which they are identified.”</u>	To update the corridor protection policies related to HPBATS and the GTA West.
76.	173(1.6) [New]	To add a new Section 173(1.5) that reads as follows: <u>“Update the planned corridors and associated corridor protection areas as</u>	To update the corridor protection policies related to HPBATS and

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		<p><u>shown on Map 3, without amendment to this Plan as follows:</u></p> <p>a) <u>automatically where a preferred alignment has been determined through an <i>Environmental Assessment Act</i> process, at which time lands not required for the <i>planned corridors</i> are removed from the corridor protection areas; or</u></p> <p>b) <u>through the phased release of lands by the Region and Local Municipalities, in consultation with and to the satisfaction of the Province, provided that the release of lands meets the criteria under Section 173(1.5) of this Plan.”</u></p>	the GTA West.
77.	173(5.1)	<p>Is modified to read as follows:</p> <p>“Amend Maps 3 and 4 and Table 3 to reflect:</p> <p>a) the requirements of the transportation system to meet travel demands for year 2034 2041, upon completion of the Region’s Transportation Master Plan.”</p>	To update the reference to the horizon of the Transportation Master Plan.
PART V – IMPLEMENTATION			
78.	206(1.1)b)[i]	demand and supply of urban <i>development</i> lands under Section 77(8) 77(11).	To update a cross-reference.
PART VI – DEFINITIONS			
79.	212.2.1	<p>A new Section 212.2.1 is added to read as follows:</p> <p>“<u>ADDITIONAL RESIDENTIAL UNIT means a self-contained separate dwelling unit with full kitchen and bath facilities, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house (also referred to as second units or secondary suites).</u>”</p>	To update policies related to Additional Dwelling Units.
80.	215.1.3 [New]	<p>A new Section 215.1.3 is added to read as follows:</p> <p>“<u>ANCILLARY USE means the use of any land, building or structure that is subordinate to and supportive of uses in the surrounding <i>Employment Area</i> and primarily provides its service to the uses, businesses and employees in the surrounding <i>Employment Area</i>.</u>”</p>	To add a new definition for ancillary uses in association with updates to the Employment Areas policy framework.
81.	227.1	<p>Is modified to read as follows:</p> <p>“<u>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.</u> <u>measured as follows:</u></p> <p>a) <u>for the <i>Designated Greenfield Areas</i>, shown as the lands within the Regional Urban Boundary and outside the <i>Built-Up Area</i> on Map 1H, the applicable density target in Table 2 is measured by excluding the following areas from the calculation:</u></p> <p><u>[i] the Regional Natural Heritage System;</u></p> <p><u>[ii] rights of way for electricity transmission lines, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;</u></p>	To update and clarify the definition of development density and how it is calculated for specific policy areas.

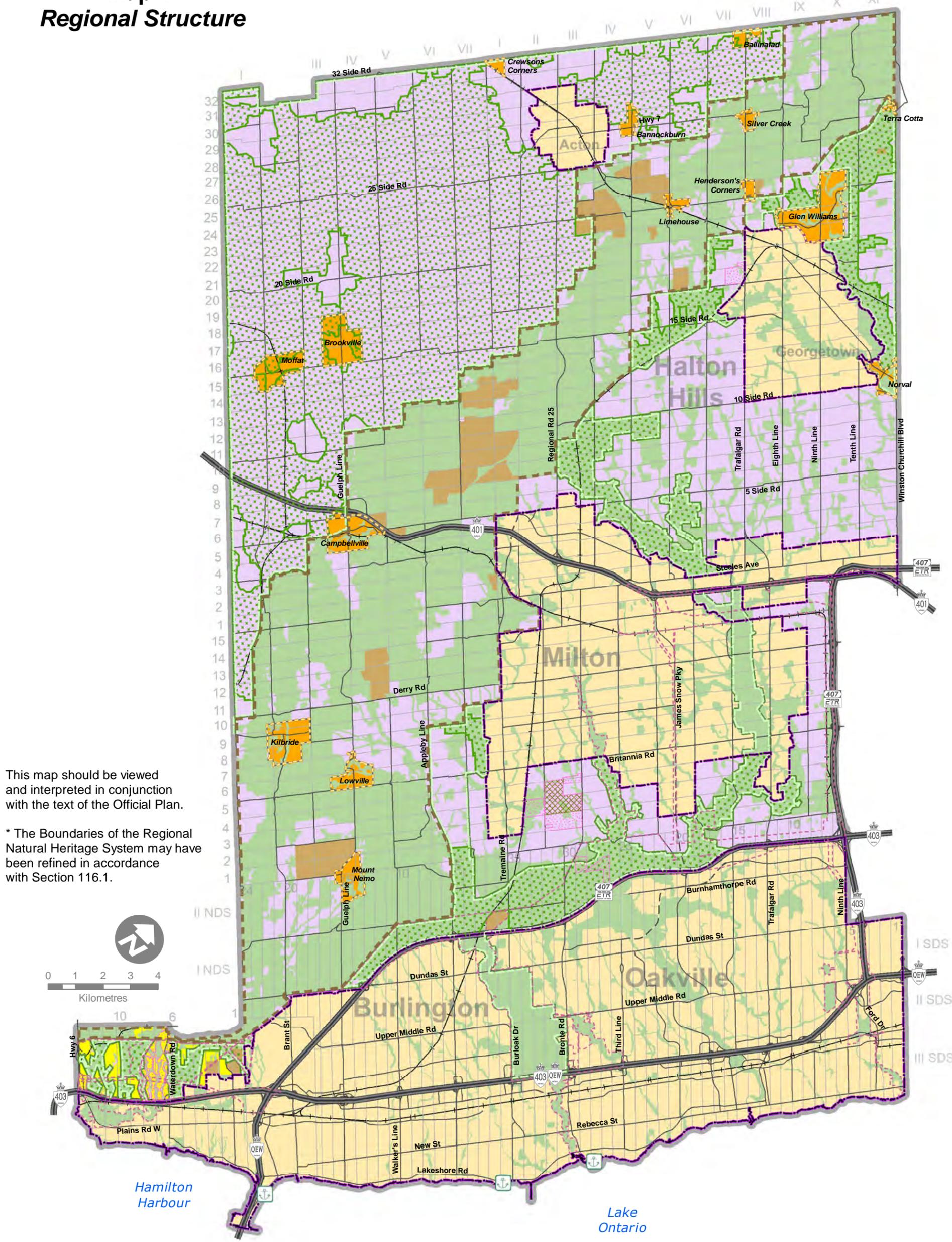
Item	Section	Details of the Amendment	Description
		<p><u>[iii] Employment Areas; and,</u> <u>[iv] cemeteries.</u> <u>b) for the Employment Areas as shown on Map 1H, the applicable density target in Table 2 is measured across the lands within the Employment Areas that are designated as Urban Area;</u> <u>c) for the Strategic Growth Areas density targets in Table 2b, the density is measured across the Strategic Growth Areas in their entirety.”</u></p>	
82.	253.4.1 [New]	<p>A new Section 253.4.1 is added to read as follows: <u>“KEY HYDROLOGIC AREAS means significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.”</u></p>	To add a definition for a new term now used in Section 77(8).
83.	255.1	<p>Is modified to read as follows: <u>“LOCAL NODE AND LOCAL INTENSIFICATION CORRIDOR 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 and/or employment intensification at a scale appropriate to the context.”</u></p>	To update the definition of ‘Local Node’ to also reference ‘Local Intensification Corridor’.
84.	257.1	<p>Is modified to read as follows: <u>“MAJOR OFFICE means generally freestanding office buildings of 40,000 sq m 4,000 square metres of floor space or greater, or with 500 200 jobs or more.”</u></p>	To update a definition to conform to the Growth Plan.
85.	257.2 [New]	<p>A new Section 257.2 is added to read as follows: <u>“MAJOR RETAIL means large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.”</u></p>	To add a definition for a term used in the Employment Areas policy framework.
86.	262.1	<p>Is modified to read as follows: <u>“PLANNED CORRIDORS means corridors or future corridors which are required to meet projected needs, and are identified through Provincial Plans, this Plan, or preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor which are required to meet projected needs.”</u></p>	To update a definition to conform to the Growth Plan.
87.	269.2 [New]	<p>A new Section 269.2 is added to read as follows: <u>“QUALITY AND QUANTITY OF WATER means measurement by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.”</u></p>	To add a definition for a new term now used in Section 77(8).
88.	272	<p>Is modified to read as follows:</p>	To update the defined term.

Item	Section	Details of the Amendment	Description
		<p>“REGIONAL INTENSIFICATION CORRIDOR means a <i>Strategic Growth Area</i> identified along major roads, arterials or <i>higher order transit</i> corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of <i>frequent transit</i> and to support future transit projects.”</p>	
89.	290.1 [New]	<p>A new Section 290.1 is added to read as follows:</p> <p>“WATER RESOURCE SYSTEM means a system consisting of ground water features and areas and surface water features (including shoreline areas), and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. The water resource system will comprise key hydrologic features and key hydrologic areas.”</p>	To add a definition for a new term now used in Section 77(8).
		MAPS	
90.	Map 1	Map 1, <i>Regional Structure</i> , is deleted and replaced with a new version of Map 1 as shown in Attachment #1.	To add the Regional Urban Boundary.
91.	Map 1B	Map 1B, <i>Parkway Belt Transportation and Utility Corridors</i> , is deleted and replaced with a new version of Map 1B as shown in Attachment #2.	To add the Regional Urban Boundary.
92.	Map 1C	Map 1C, <i>Future Strategic Employment Areas</i> , is deleted and replaced with a new version of Map 1C as shown in Attachment #3.	To add the Regional Urban Boundary and update the Employment Areas.
93.	Map 1D	Map 1D, <i>Municipal Wellhead Protection Zones</i> , is deleted and replaced with a new version of Map 1D as shown in Attachment #4.	To add the Regional Urban Boundary.
94.	Map 1E	Map 1E, <i>Agricultural System and Settlement Areas</i> , is deleted and replaced with a new version of Map 1E as shown in Attachment #5.	To add the Regional Urban Boundary.
95.	Map 1F	Map 1F, <i>Identified Mineral Resource Areas</i> , is deleted and replaced with a new version of Map 1F as shown in Attachment #6.	To add the Regional Urban Boundary.
96.	Map 1G	Map 1G, <i>Key Features within the Greenbelt and Regional Natural Heritage Systems</i> , is deleted and replaced with a new version of Map 1G as shown in Attachment #7.	To add the Regional Urban Boundary.
97.	Map 1H	Map 1H, <i>Regional Urban Structure</i> , is deleted and replaced with a new version of Map 1H as shown in Attachment #8.	To add the Regional Urban Boundary and update the Strategic Growth Areas identified.
98.	Map 3	Map 3, <i>Functional Plan of Major Transportation Facilities</i> , is deleted and replaced with a new version of Map 3 as shown in Attachment #9.	To add the Regional Urban Boundary and update corridor protection areas.
99.	Map 4	Map 4, <i>Right-of-Way Requirements of Arterial Roads</i> , is deleted and replaced with a new version of Map 4 as shown in Attachment #10.	To add the Regional Urban Boundary.
100.	Map 5	Map 5, <i>Regional Phasing</i> , is deleted and replaced with a new version of Map 5 as shown in Attachment #11.	To add the Regional Urban Boundary, to update the reference to

Item	Section	Details of the Amendment	Description
			the phasing period, and to update corridor protection areas.
101.	Map 6A	Map 6A, <i>Midtown Oakville GO UGC/MTSA</i> , is deleted and replaced with a new version of Map 6A as shown in Attachment #12.	To add additional items to the map for context.
102.	Map 6B	Map 6B, <i>Downtown Burlington UGC / Burlington GO MTSA</i> , is deleted and replaced with a new version of Map 6B as shown in Attachment #12.	To add additional items to the map for context.
103.	Map 6C	Map 6C, <i>Milton GO UGC/MTSA</i> , is deleted and replaced with a new version of Map 6C as shown in Attachment #12.	To add additional items to the map for context.
104.	Map 6D	Map 6D, <i>Aldershot GO MTSA</i> , is deleted and replaced with a new version of Map 6D as shown in Attachment #13.	To add additional items to the map for context.
105.	Map 6E	Map 6E, <i>Appleby GO MTSA</i> , is deleted and replaced with a new version of Map 6E as shown in Attachment #13.	To add additional items to the map for context.
106.	Map 6F	Map 6F, <i>Bronte GO MTSA</i> , is deleted and replaced with a new version of Map 6F as shown in Attachment #13.	To add additional items to the map for context.
107.	Map 6G	Map 6G, <i>Georgetown GO MTSA</i> , is deleted and replaced with a new version of Map 6G as shown in Attachment #14.	To add additional items to the map for context.
108.	Map 6H	Map 6H, <i>Acton GO MTSA</i> , is deleted and replaced with a new version of Map 6H as shown in Attachment #14.	To add additional items to the map for context.
109.	Map 6I [New]	A new Map 6I, <i>Milton-Trafalgar GO MTSA</i> , is added as shown in Attachment #14.	To add a new map showing the detailed delineation of the Milton-Trafalgar GO Major Transit Station Area.
110.	Map 6J [New]	A new Map 6J, <i>Uptown Core Primary Regional Node</i> , is added as shown in Attachment #15.	To add a new map showing the detailed delineation of the Uptown Core Primary Regional Node.
111.	Map 6K [New]	A new Map 6K, <i>Trafalgar Urban Core Primary Regional Node</i> , is added as shown in Attachment #15.	To add a new map showing the detailed delineation of the Trafalgar Urban Core Primary Regional Node.
112.	Map 6L [New]	A new Map 6L, <i>Hospital District Primary Regional Node</i> , is added as shown in Attachment #15.	To add a new map showing the detailed delineation of the Hospital District Primary Regional Node.
113.	Map 6M [New]	A new Map 6M, <i>Palermo Village Primary Regional Node</i> , is added as shown in Attachment #16.	To add a new map showing the detailed delineation of the Palermo Village Primary Regional Node.

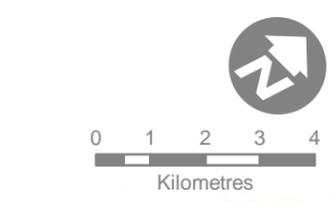
Item	Section	Details of the Amendment	Description
114.	Map 6N [New]	A new Map 6N, <i>Neyagawa Urban Core Primary Regional Node</i> , is added as shown in Attachment #16.	To add a new map showing the detailed delineation of the Neyagawa Urban Core Primary Regional Node.
115.	Map 6O [New]	A new Map 6O, <i>Dundas Urban Core Primary Regional Node</i> , is added as shown in Attachment #16.	To add a new map showing the detailed delineation of the Dundas Urban Core Primary Regional Node.
116.	Map 6P [New]	A new Map 6P, <i>Milton Education Village Innovation District Primary Regional Node</i> , is added as shown in Attachment #17.	To add a new map showing the detailed delineation of the Milton Education Village District Primary Regional Node.

Map 1 Regional Structure



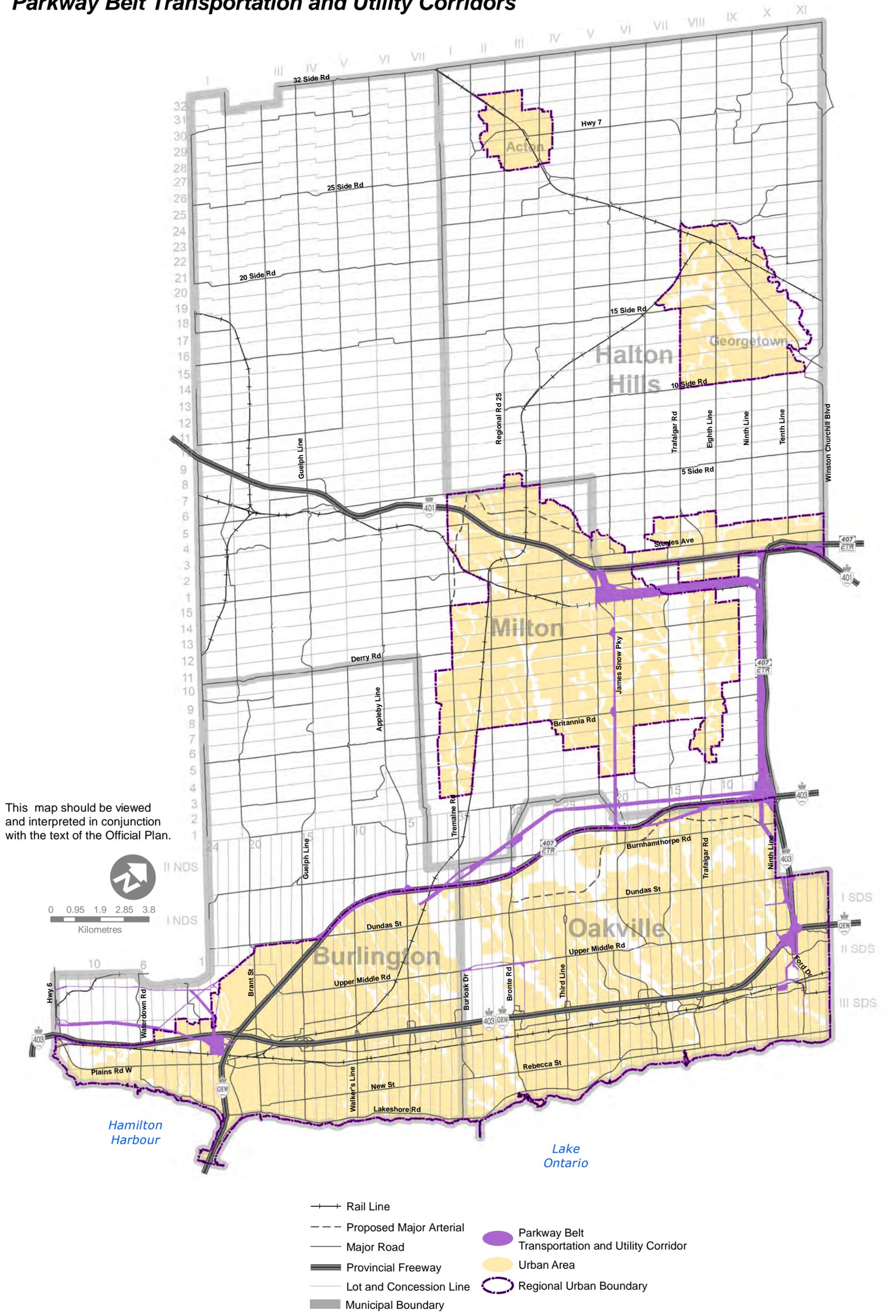
This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* 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
- Regional Urban Boundary

Map 1B Parkway Belt Transportation and Utility Corridors

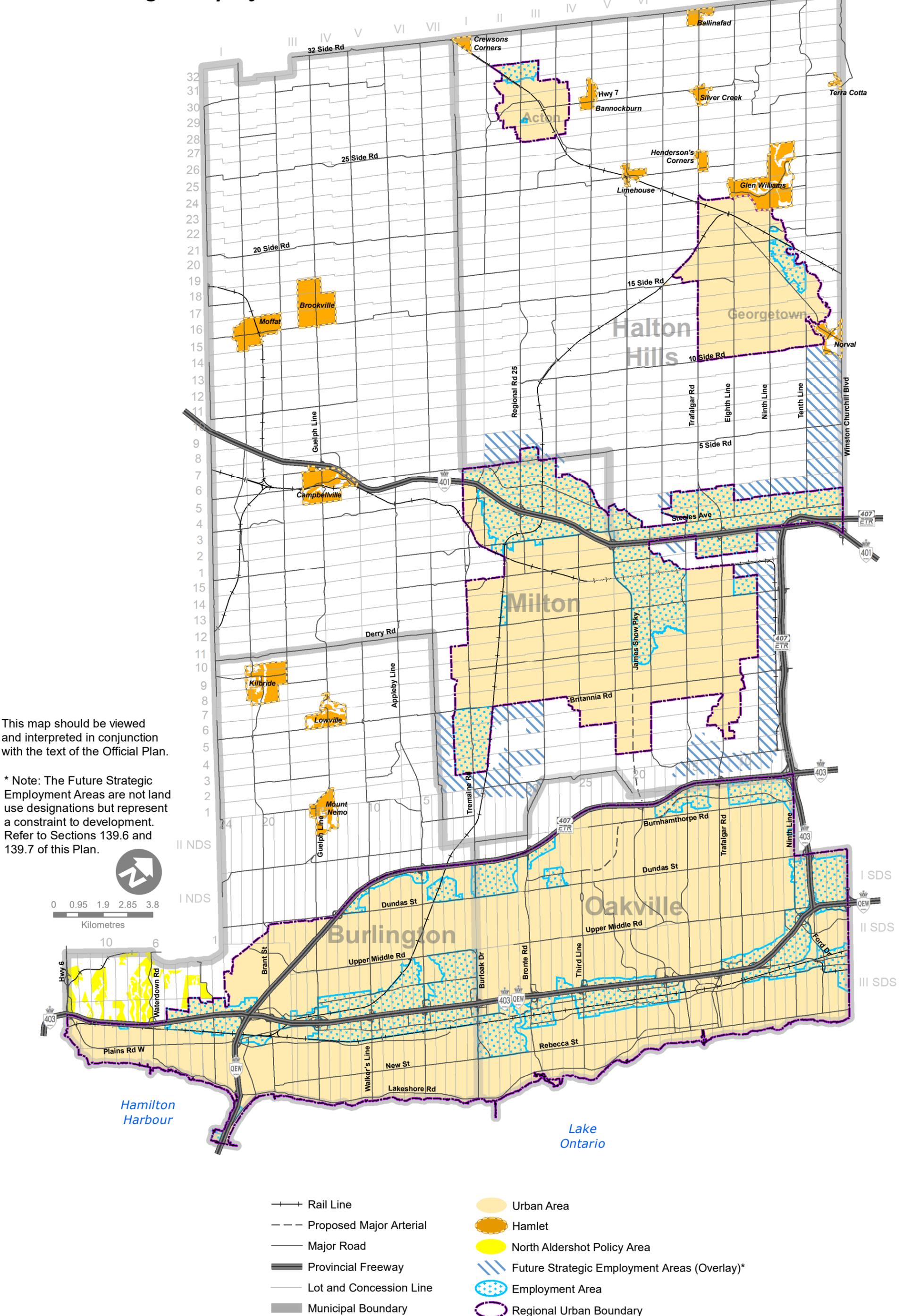


This map should be viewed and interpreted in conjunction with the text of the Official Plan.

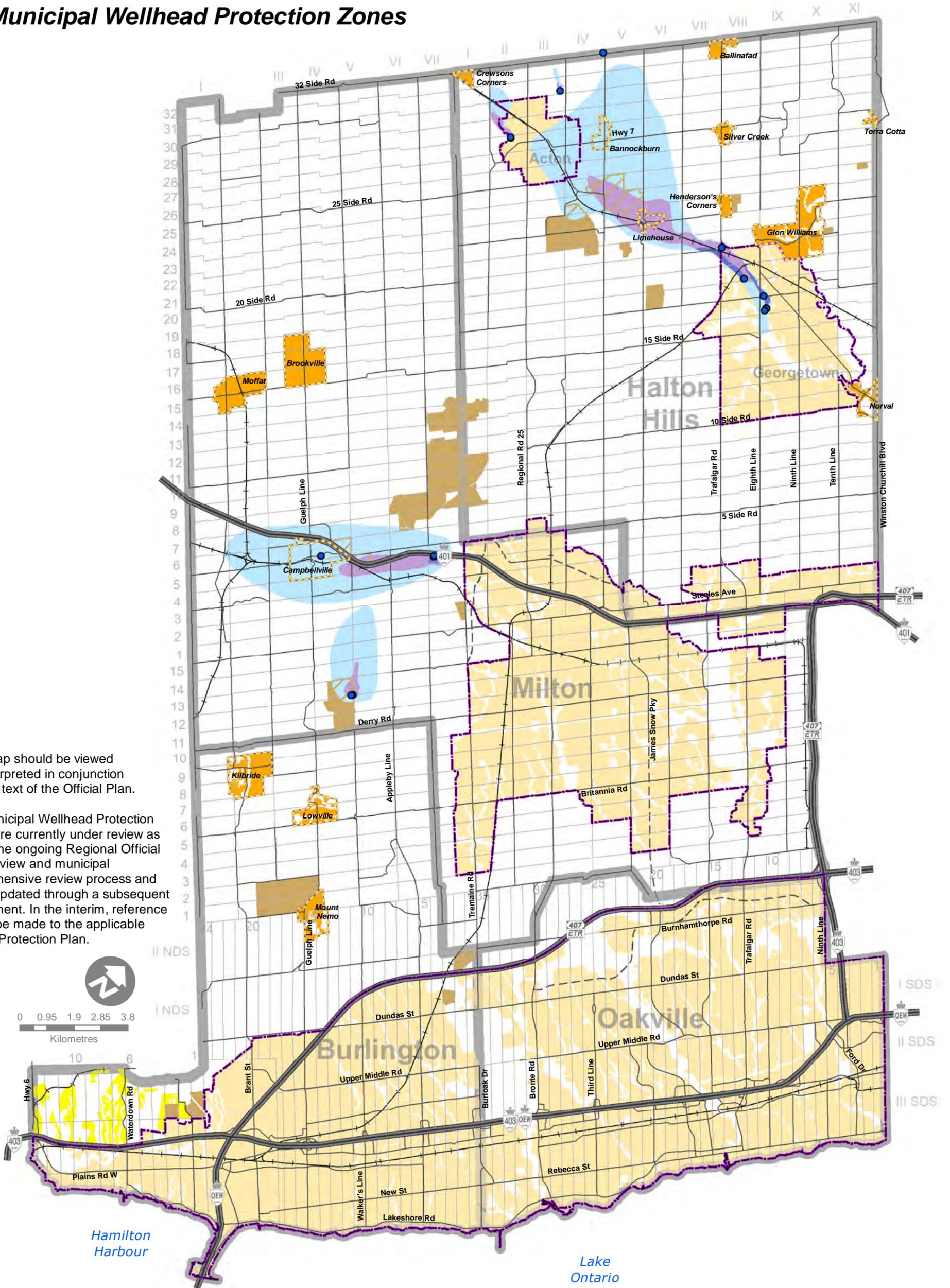


- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Parkway Belt Transportation and Utility Corridor
- Urban Area
- Regional Urban Boundary

Map 1C Future Strategic Employment Areas



Map 1D Municipal Wellhead Protection Zones



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

The Municipal Wellhead Protection Zones are currently under review as part of the ongoing Regional Official Plan Review and municipal comprehensive review process and will be updated through a subsequent amendment. In the interim, reference should be made to the applicable Source Protection Plan.

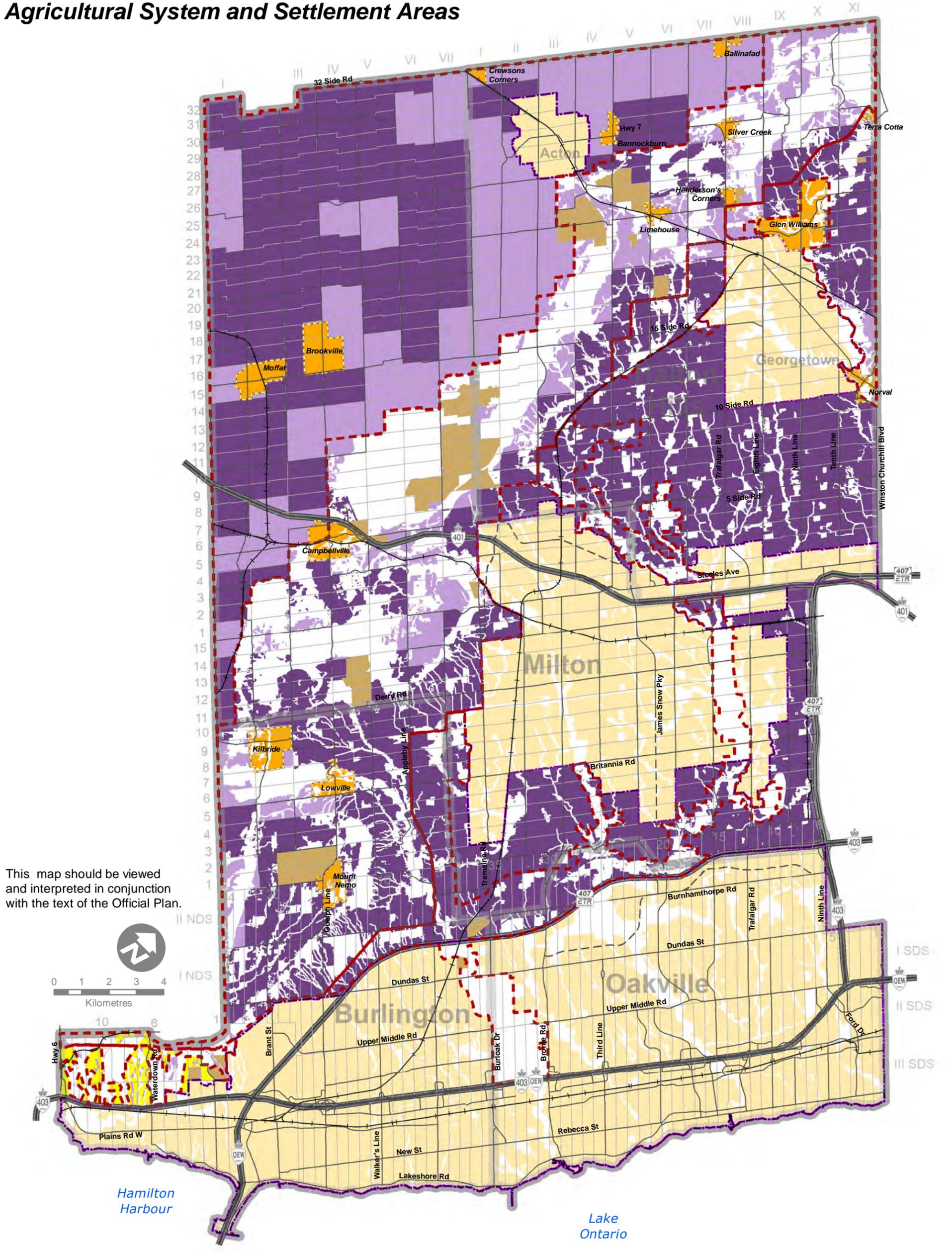


Hamilton Harbour

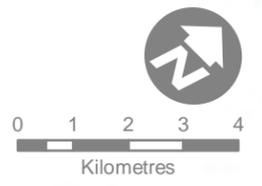
Lake Ontario

- Municipal Well
- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Lines
- Municipal Boundary
- Urban Area
- Hamlet
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Regional Urban Boundary
- Zone 1 (100 Day Travel Time)
- Zone 2 (100 Day to 2 Year Travel Time)
- Zone 3 (2 Year to 10 Year Travel Time)

Map 1E Agricultural System and Settlement Areas

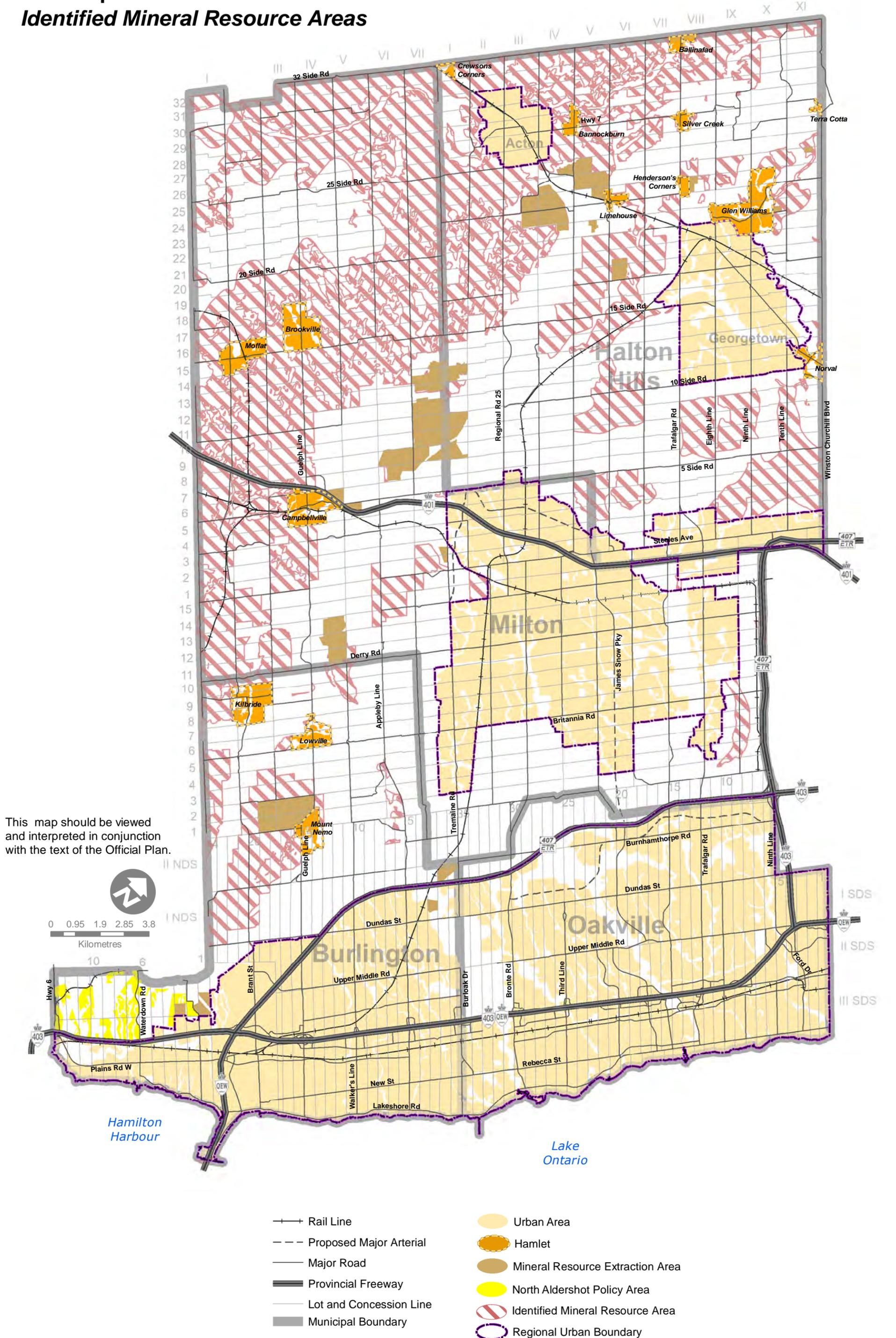


This map should be viewed and interpreted in conjunction with the text of the Official Plan.

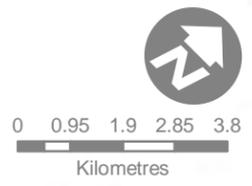


- | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> —+— Rail Line - - - Proposed Major Arterial — Major Road — Provincial Freeway — Lot and Concession Line — Municipal Boundary | <p>Settlement Areas</p> <ul style="list-style-type: none"> Urban Area Hamlet <p>Rural Clusters as defined in Local Official Plans</p> | <p>Agricultural System</p> <ul style="list-style-type: none"> Prime Agricultural Areas Agricultural System outside Prime Agricultural Areas | <ul style="list-style-type: none"> Mineral Resource Extraction Area North Aldershot Policy Area Greenbelt Plan Boundary Regional Urban Boundary |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Map 1F Identified Mineral Resource Areas

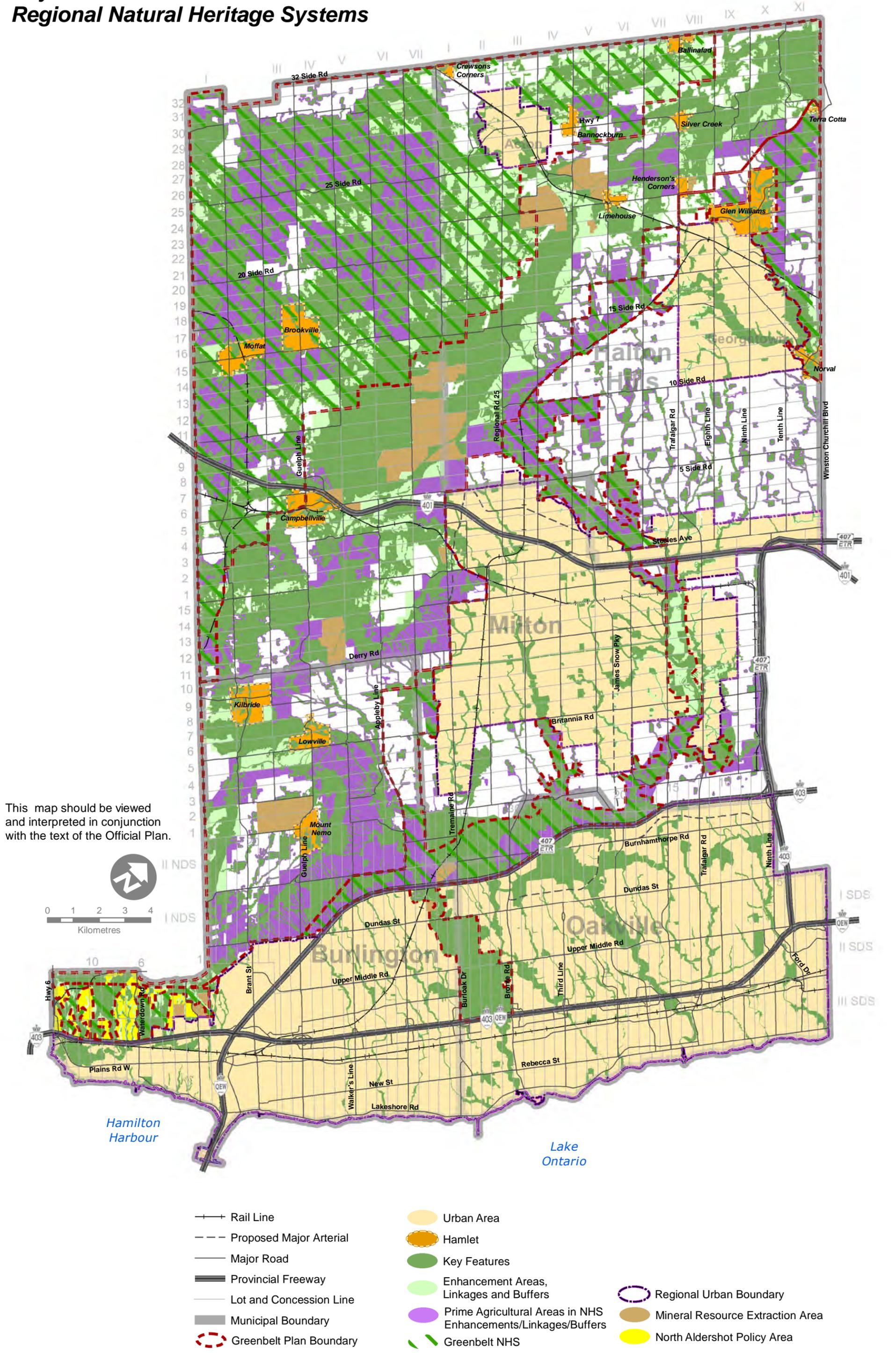


This map should be viewed and interpreted in conjunction with the text of the Official Plan.



- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Identified Mineral Resource Area
- Regional Urban Boundary

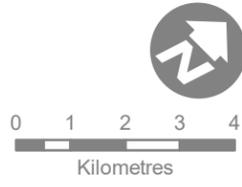
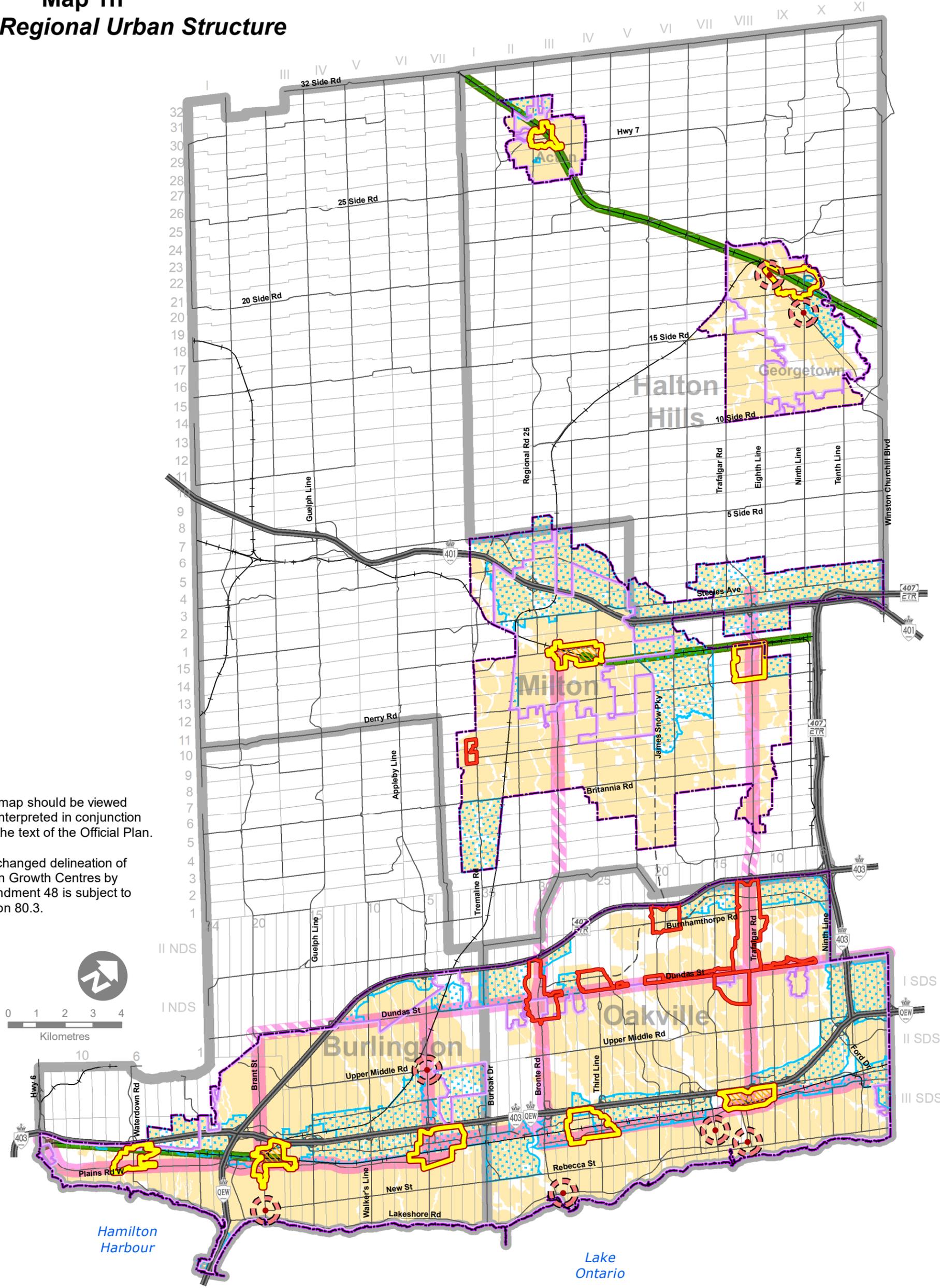
Map 1G Key Features within the Greenbelt and Regional Natural Heritage Systems



Map 1h Regional Urban Structure

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

The changed delineation of Urban Growth Centres by Amendment 48 is subject to section 80.3.

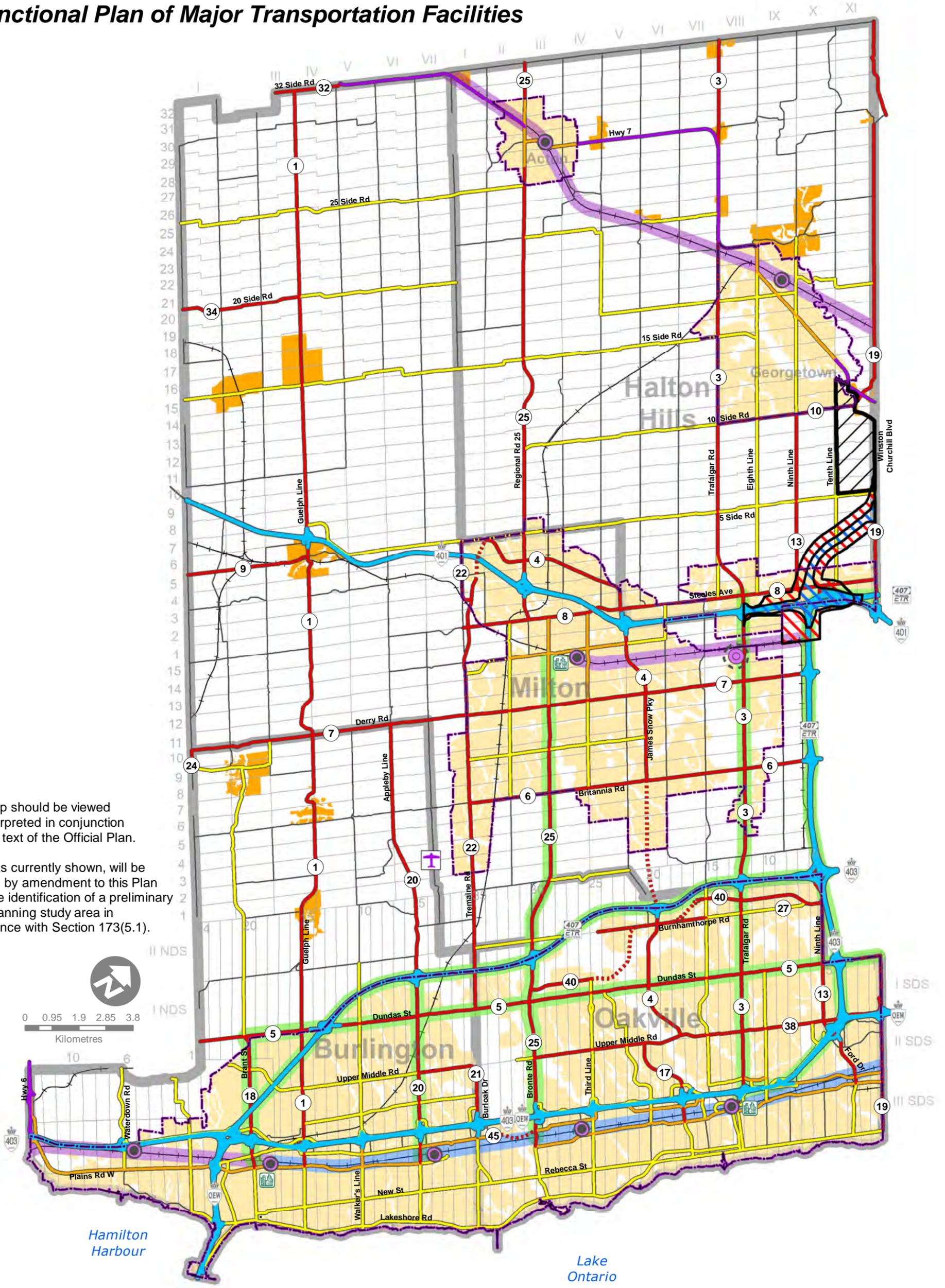


- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> —+— Rail Line - - - Proposed Major Arterial — Major Road == Provincial Freeway — Lot and Concession Line █ Municipal Boundary | <ul style="list-style-type: none"> Urban Area Built Boundary Employment Area Regional Urban Boundary Commuter Rail Corridor | <p>Strategic Growth Areas</p> <ul style="list-style-type: none"> Urban Growth Centre Major Transit Station Area (MTSA) Primary Regional Nodes Secondary Regional Nodes Regional Intensification Corridor in Regional Urban Boundary Regional Intensification Corridor outside of Regional Urban 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).

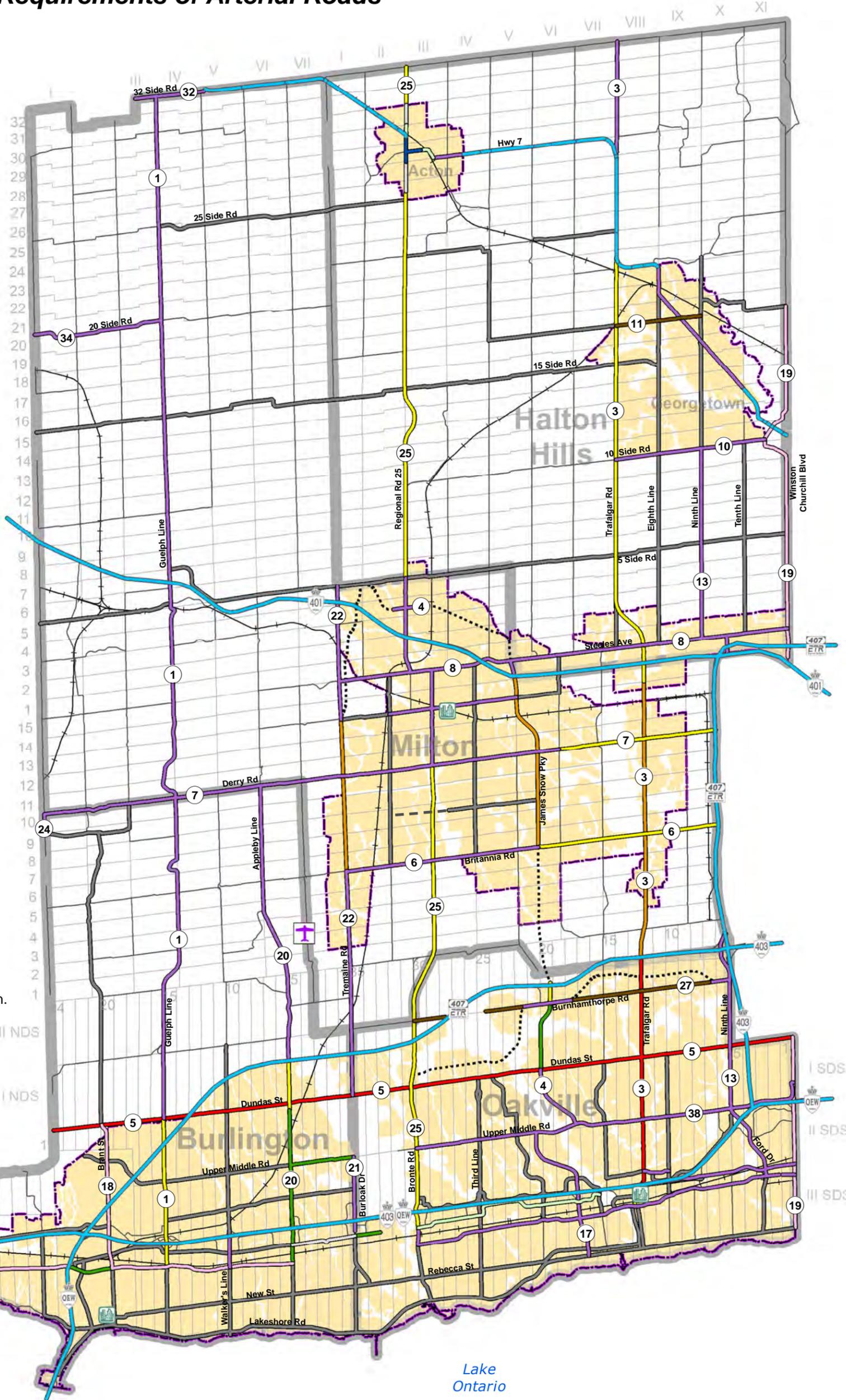


0 0.95 1.9 2.85 3.8
Kilometres

- | | | | |
|--------------------------------|--------------------------------------------------------------|---------------------------------|-------------------------|
| Urban Growth Centre | Rail Line | Hamlet Area | Provincial Highway |
| Major Transit Station Area | 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 |
| | Highway 413 & Northwest GTA Transmission Corridor | Priority Transit Corridor | Provincial Freeway |
| | Primary Corridor Protection Area | Regional Urban Boundary | Proposed Major Arterial |
| | Secondary Corridor Protection Area | HPBATS Corridor Protection Area | |

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 4 Right-of-Way Requirements of Arterial Roads



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

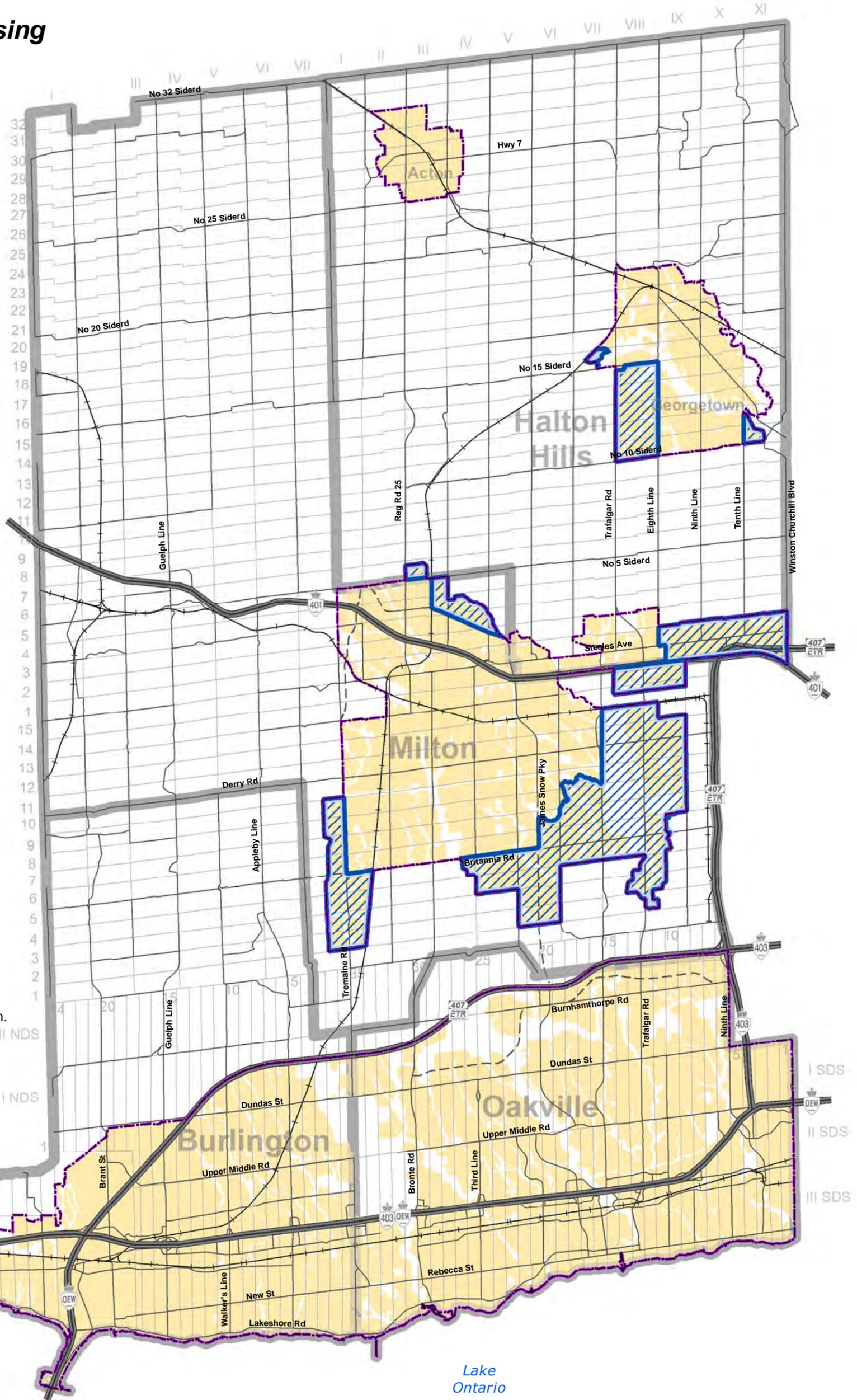


0 0.95 1.9 2.85 3.8
Kilometres

- | | | | |
|-------------------------|------------------------------|-----|-----------------------------------|
| Urban Growth Centre | Provincial Freeway / Highway | 50m | 30m |
| Airport | Rail Line | 47m | 26m |
| Urban Area | Major Road | 42m | 24m |
| Regional Urban Boundary | Lot and Concession Line | 40m | 20m |
| | Municipal Boundary | 36m | ROW Shown on Local Official Plans |
| | | 35m | Proposed Major Arterial |
| | | | Proposed Minor Arterial |

Note: Map 4 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 5 Regional Phasing



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

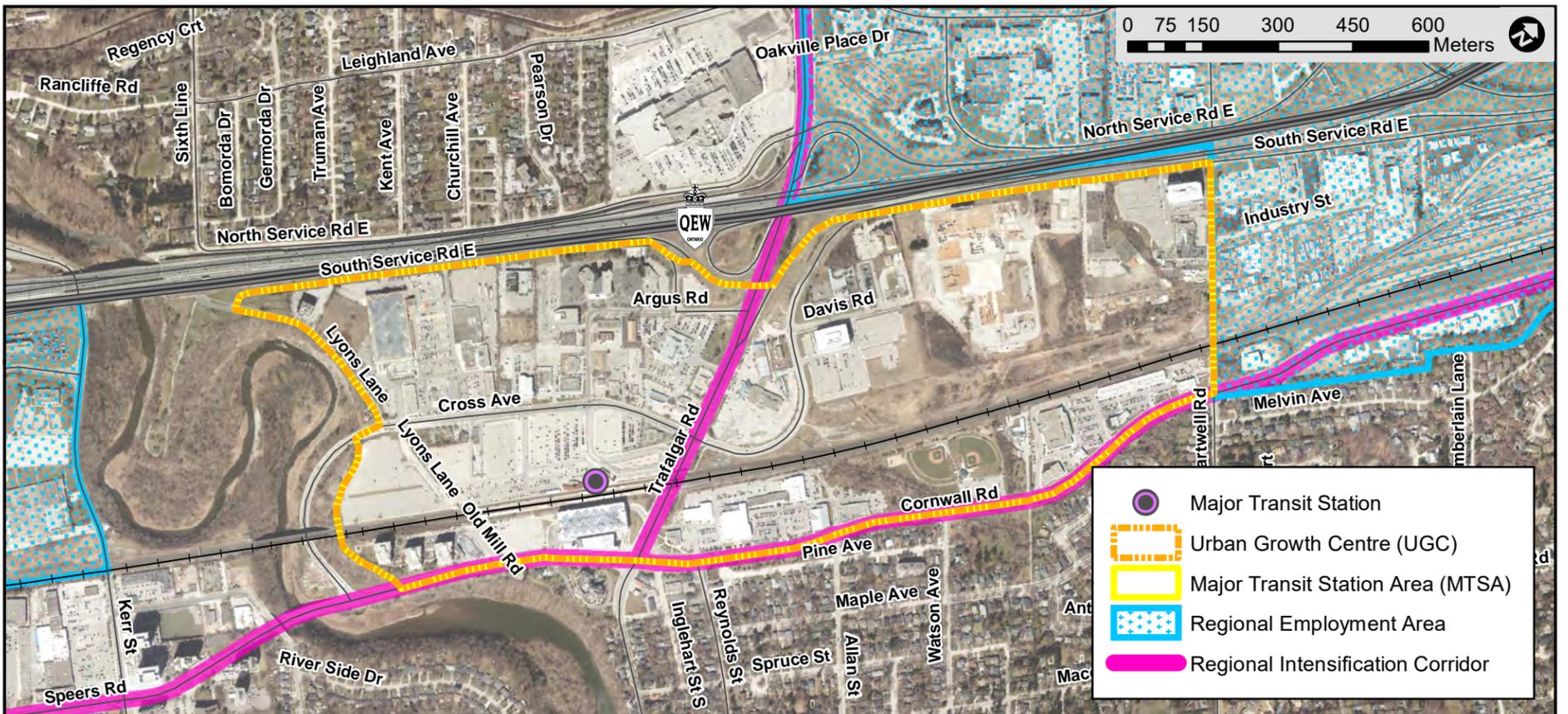


0 0.95 1.9 2.85 3.8
Kilometres

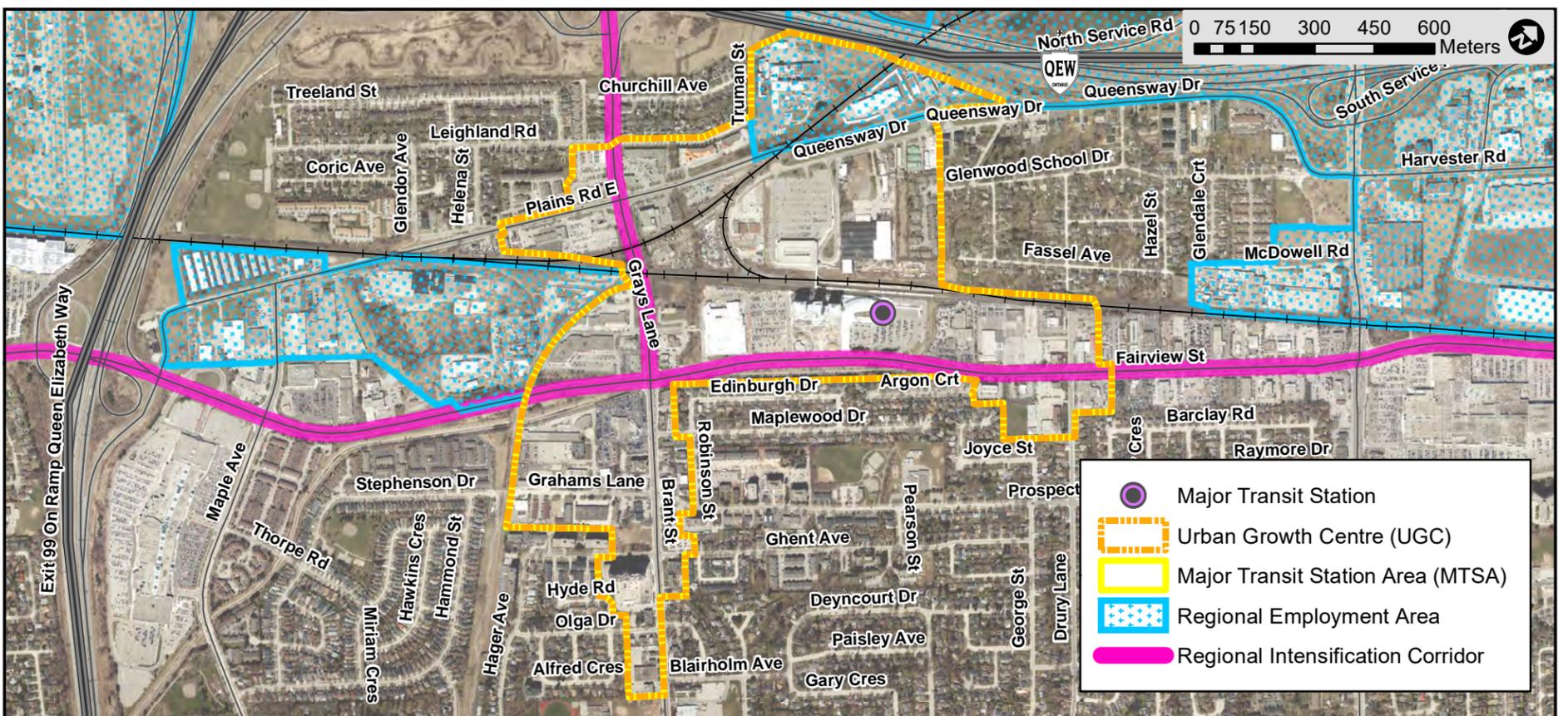
- +— Rail Line
- Major Road
- - - Proposed Major Arterial
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary

- Urban Area with Regional Phasing to 2021
- Urban Area with Regional Phasing between 2021 and 2041
- Regional Urban Boundary

Map 6a - Midtown Oakville GO UGC/MTSA



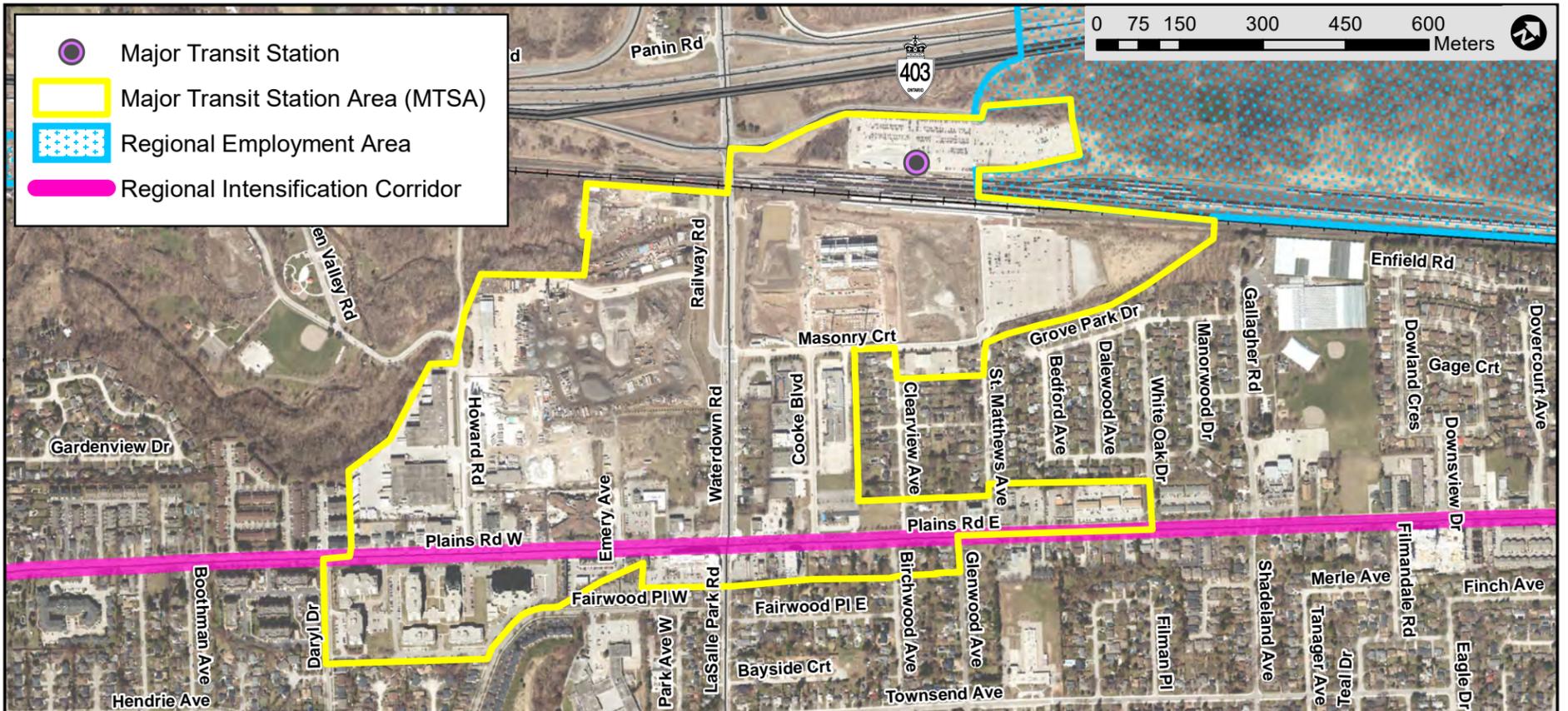
Map 6b - Downtown Burlington UGC / Burlington GO MTSA



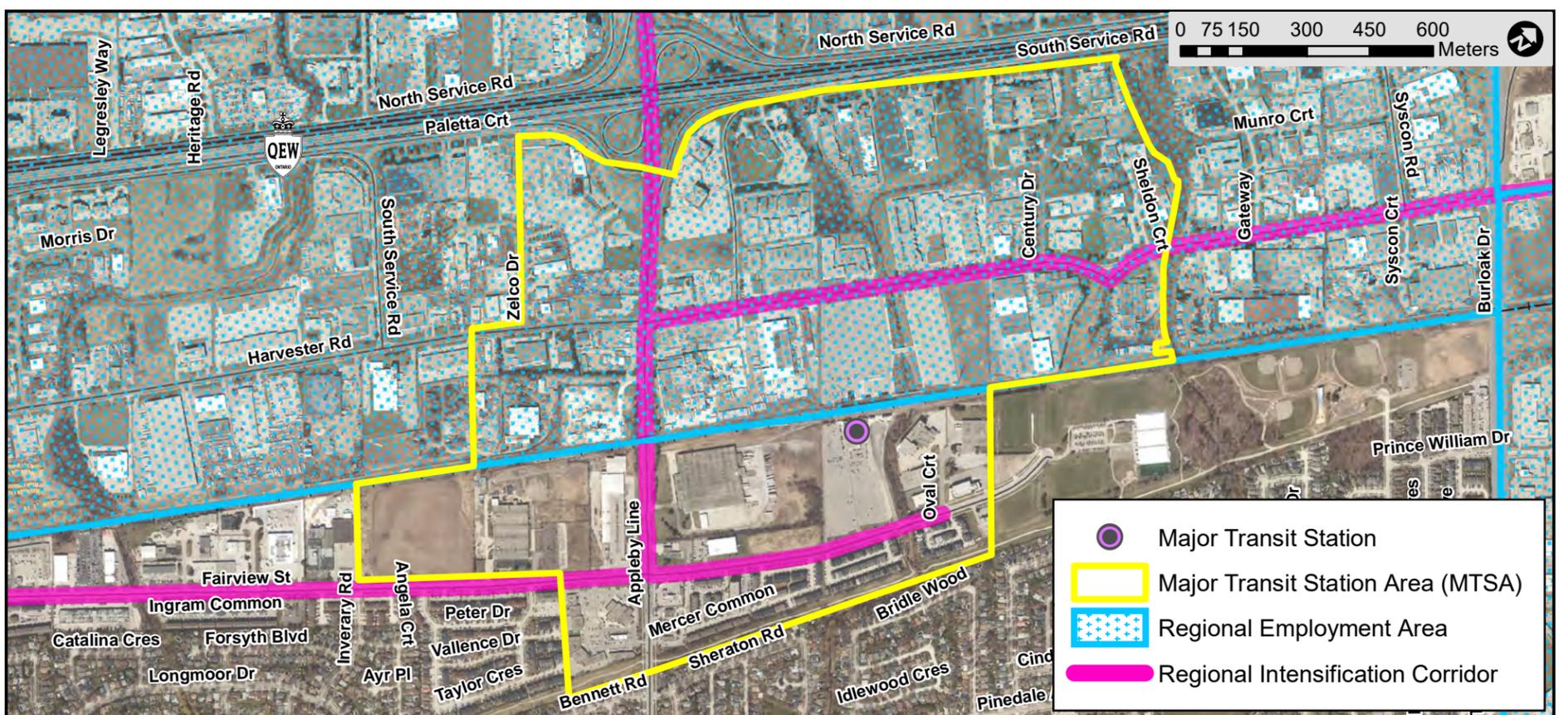
Map 6c - Milton GO UGC/MTSA



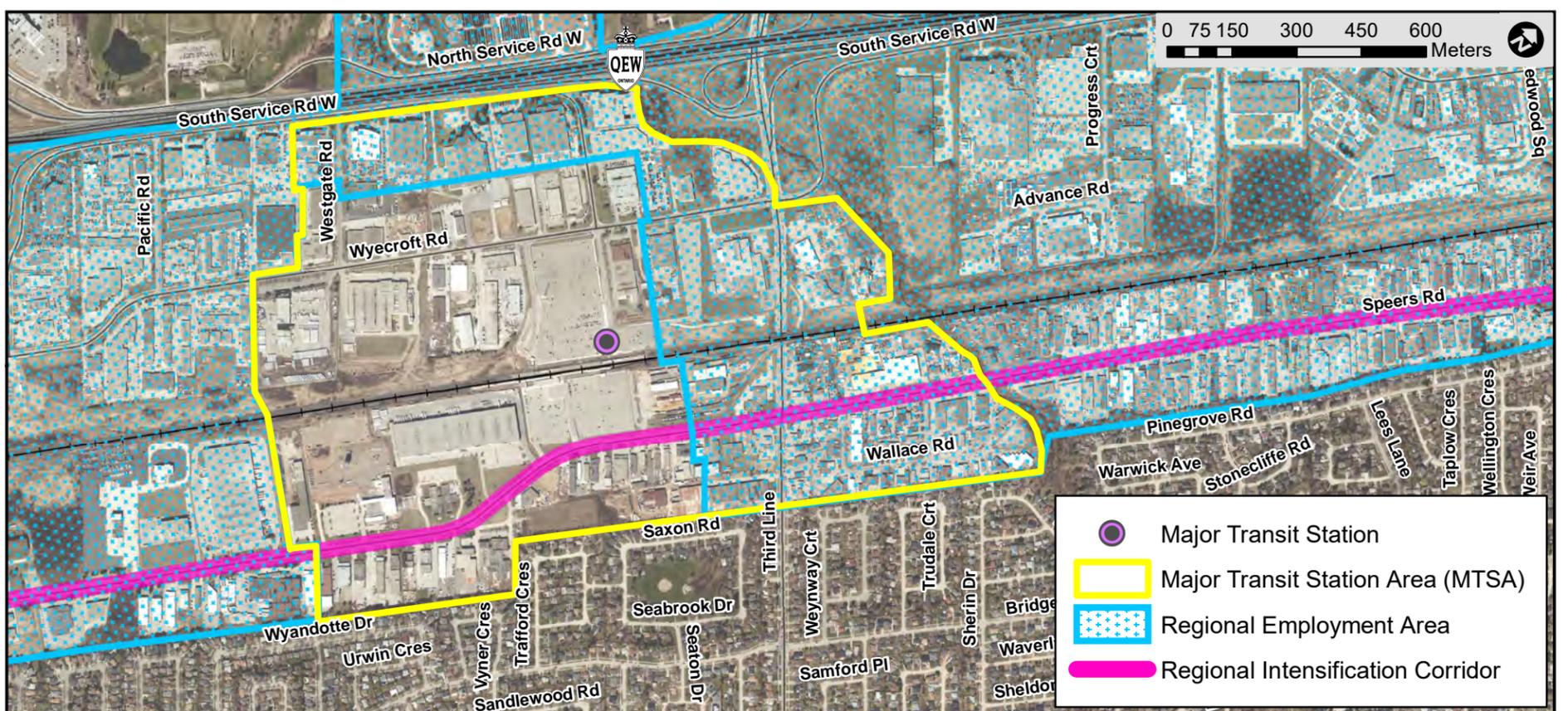
Map 6d - Aldershot GO MTSA



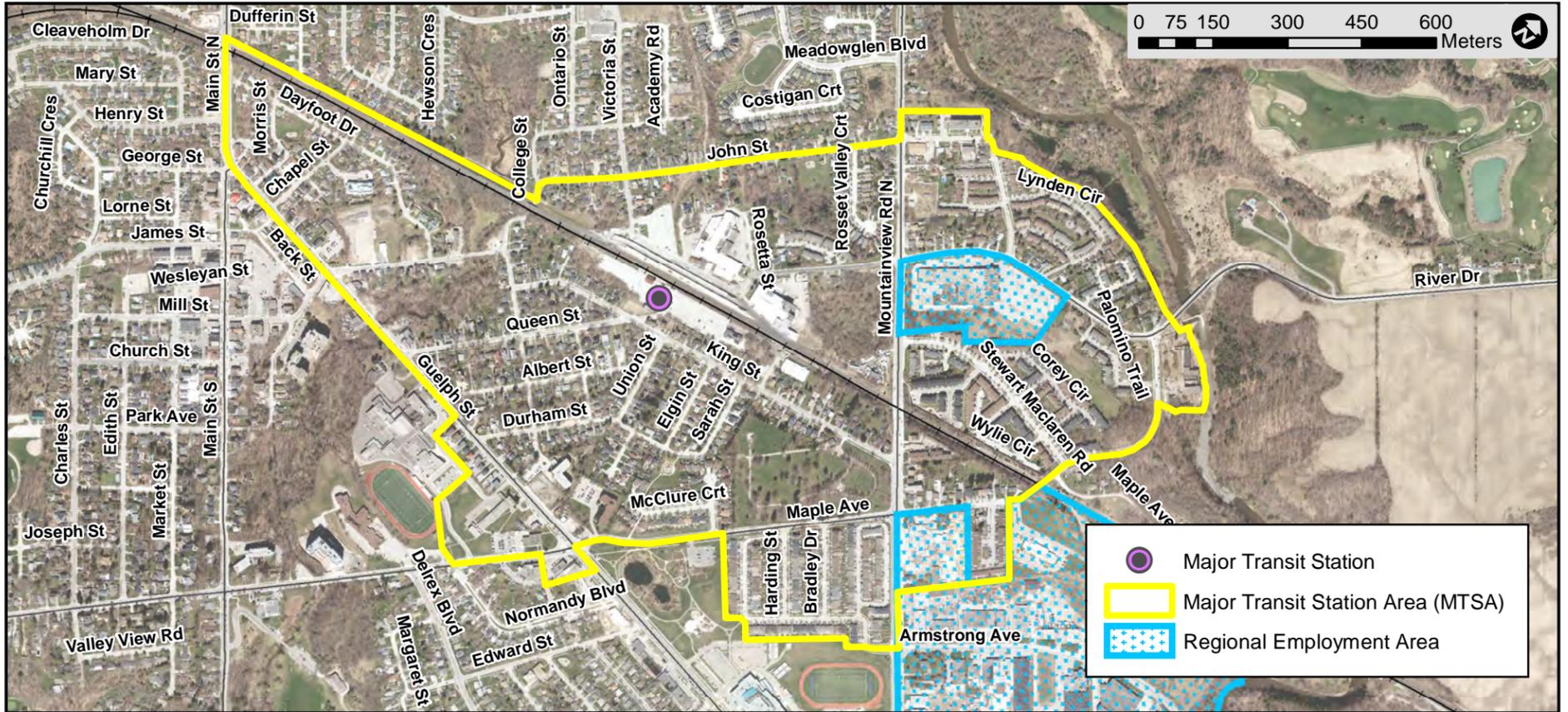
Map 6e - Appleby GO MTSA



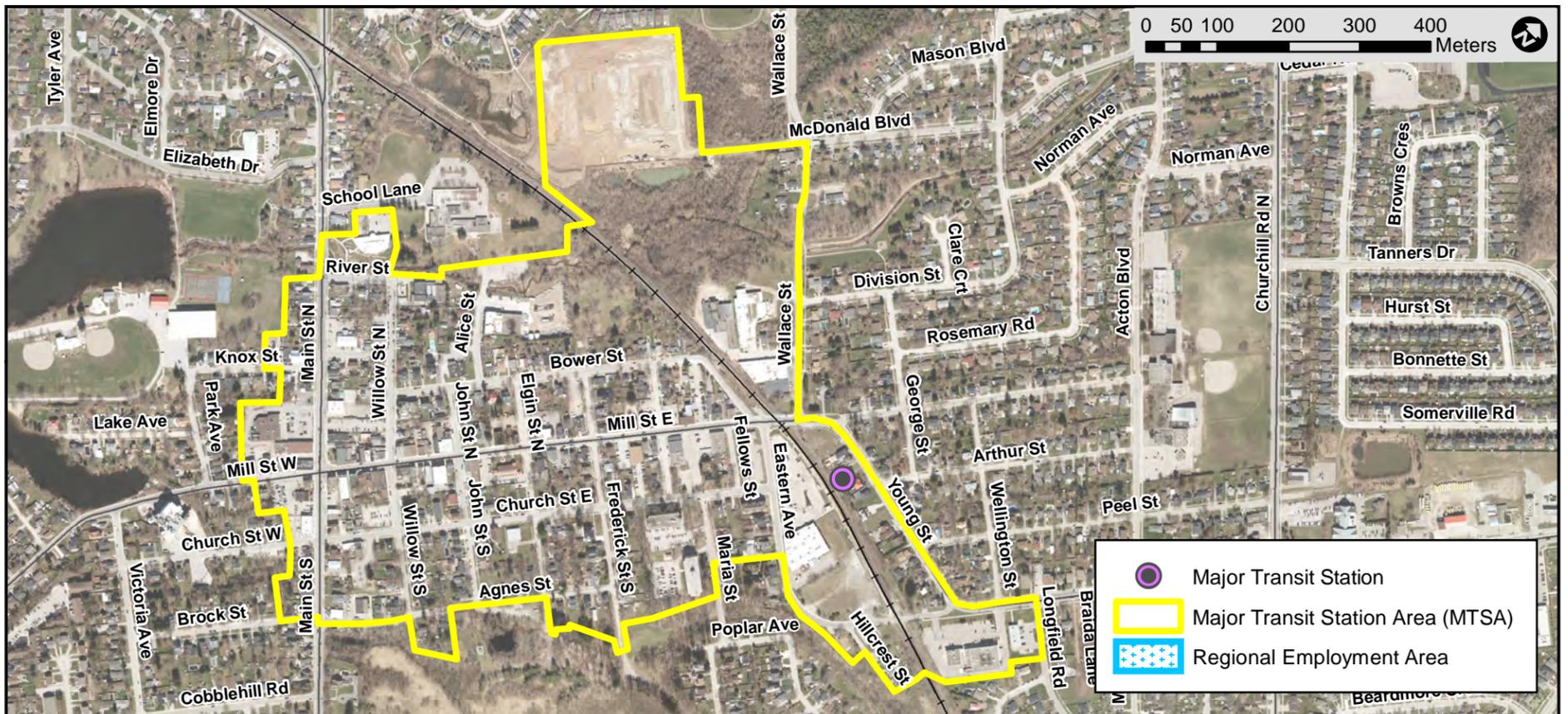
Map 6f - Bronte GO MTSA



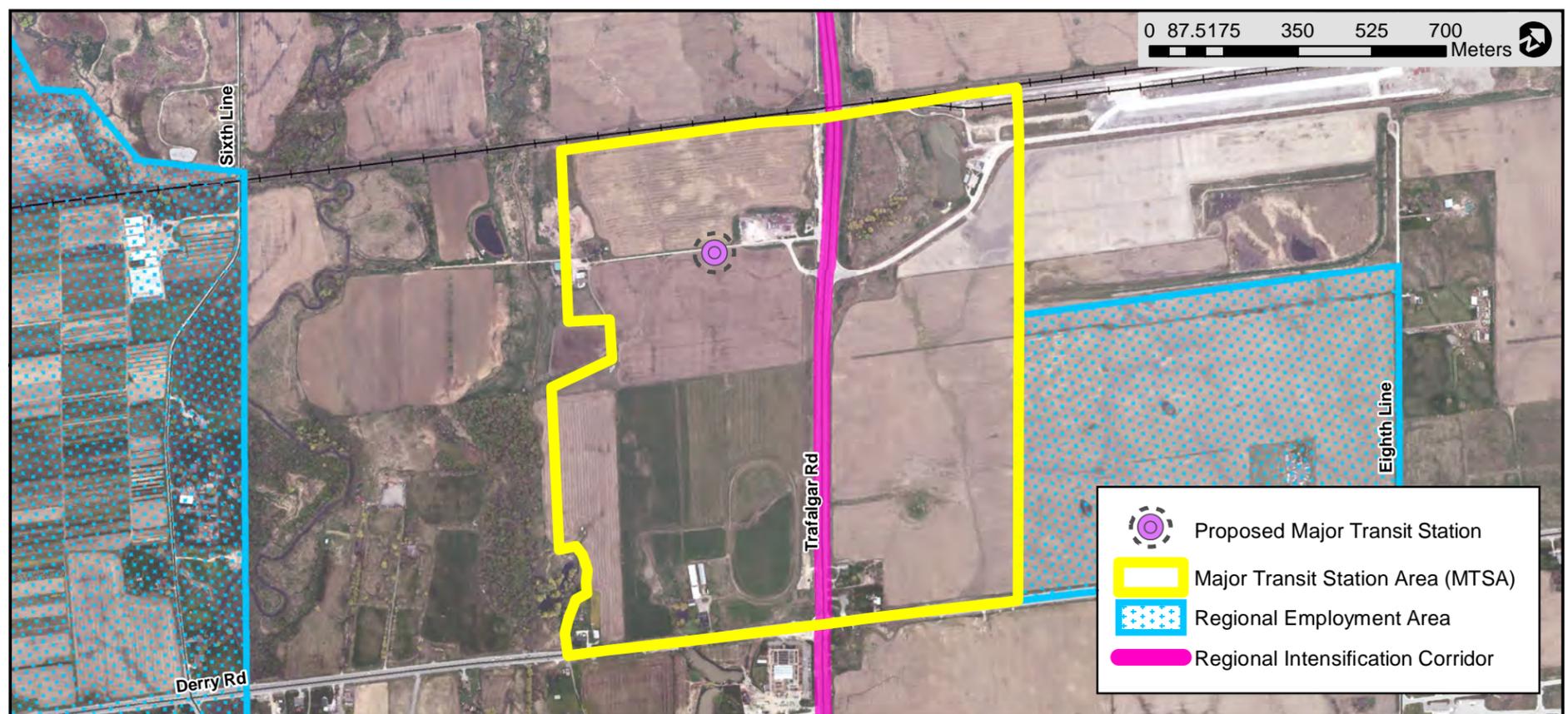
Map 6g - Georgetown GO MTSA



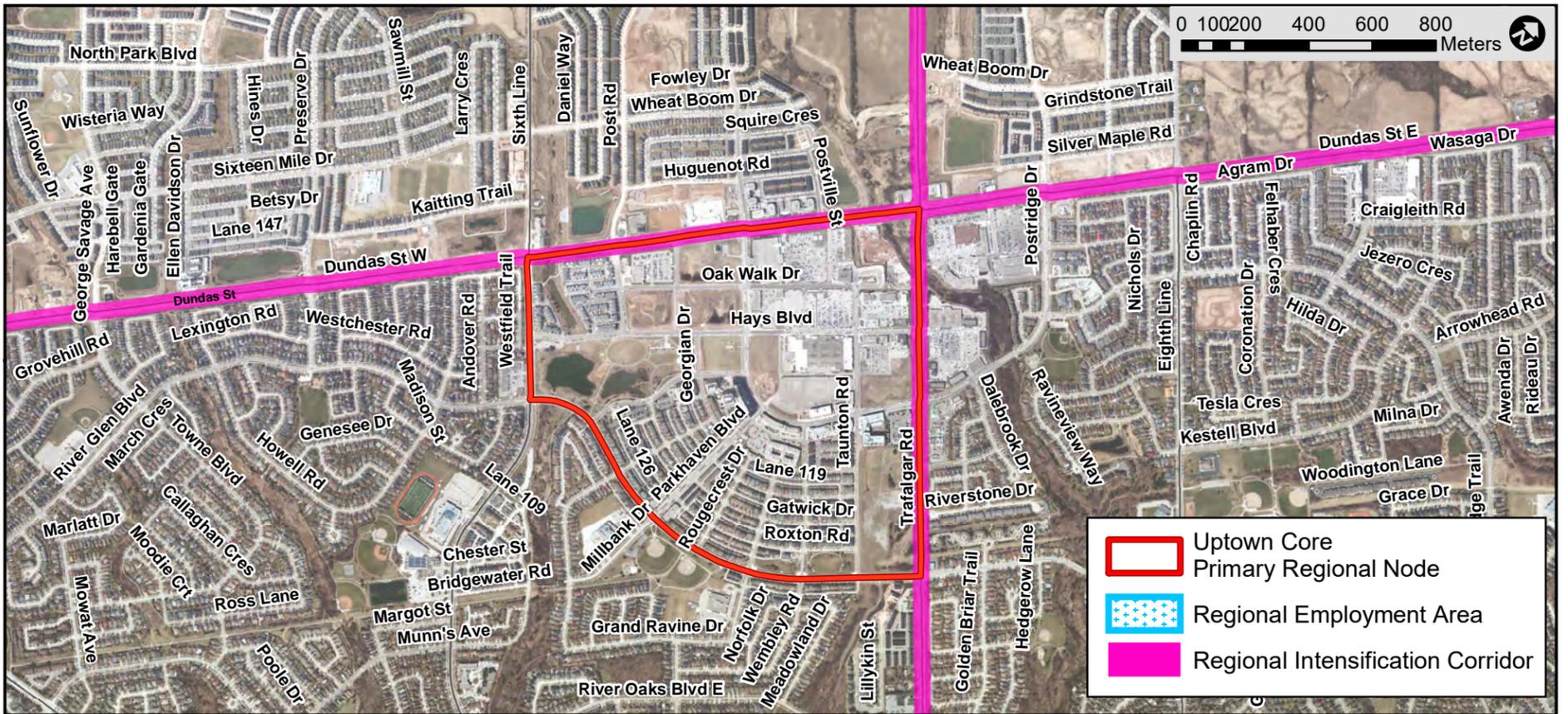
Map 6h - Acton GO MTSA



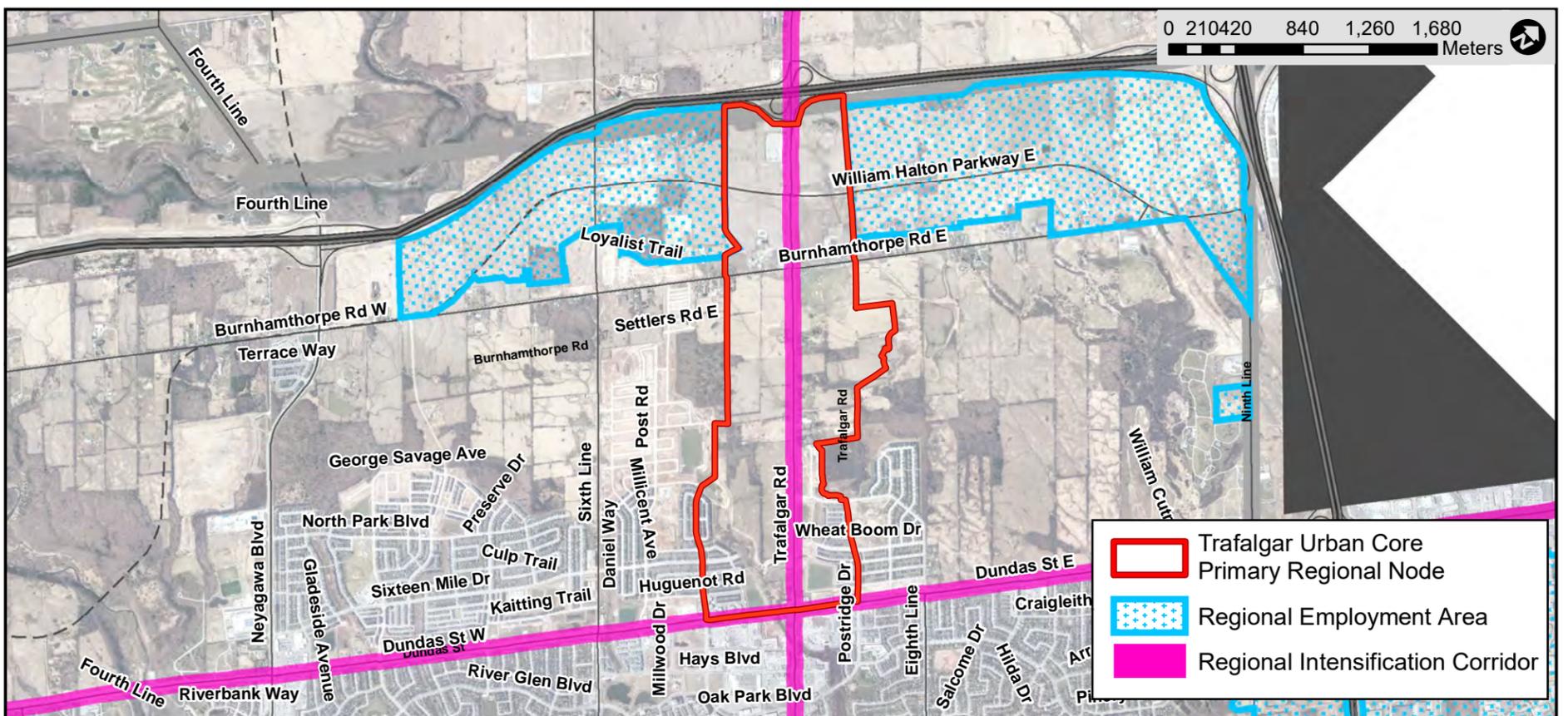
Map 6i - Trafalgar GO MTSA



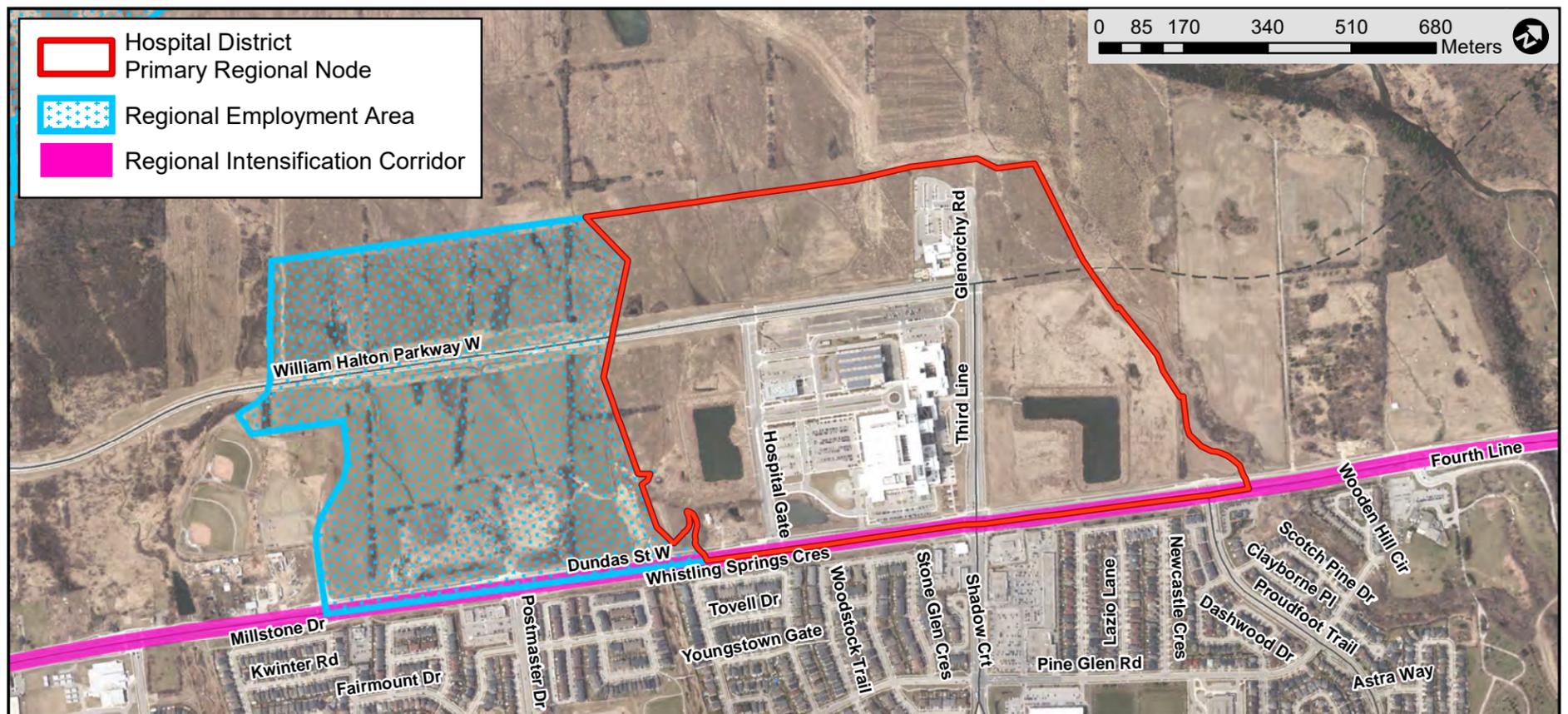
Map 6j - Uptown Core Primary Regional Node



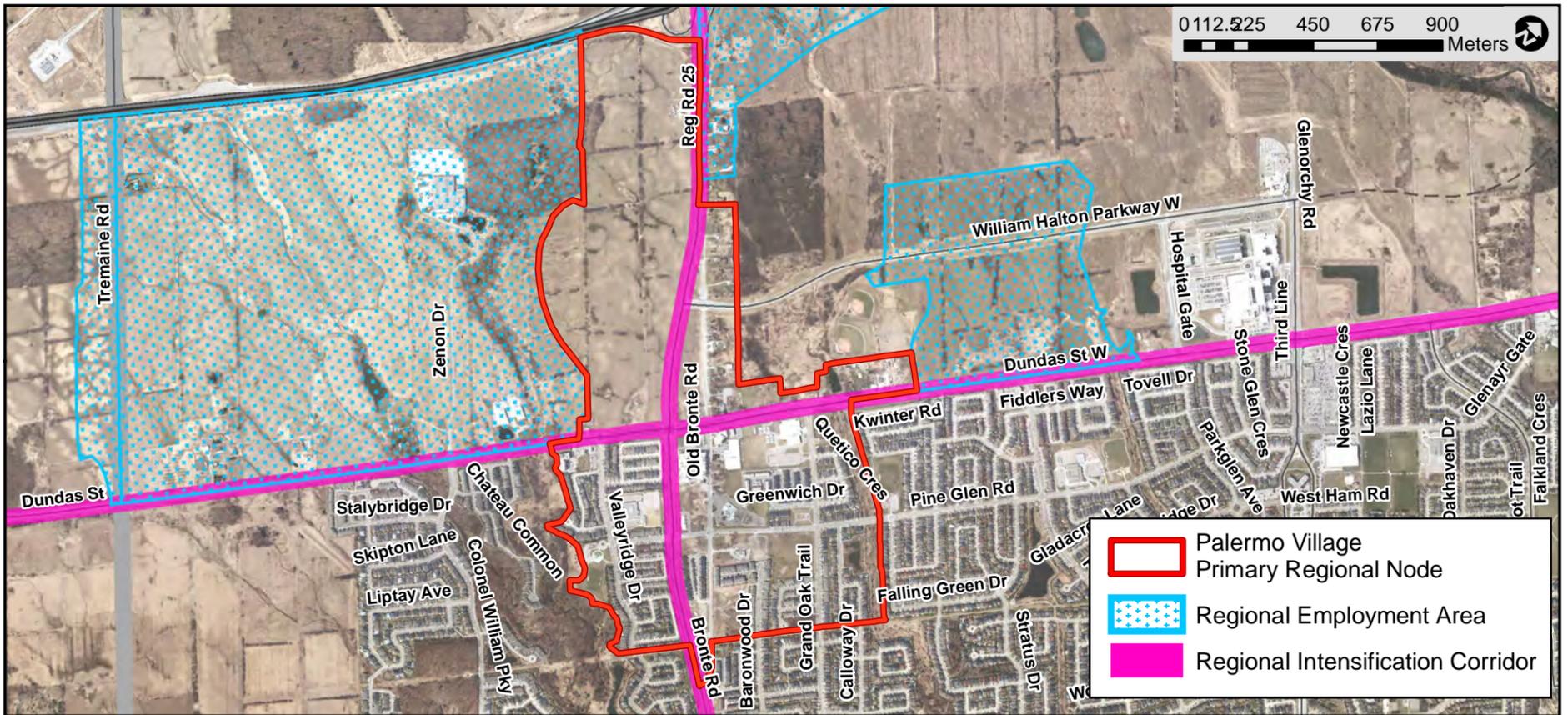
Map 6k - Trafalgar Urban Core Primary Regional Node



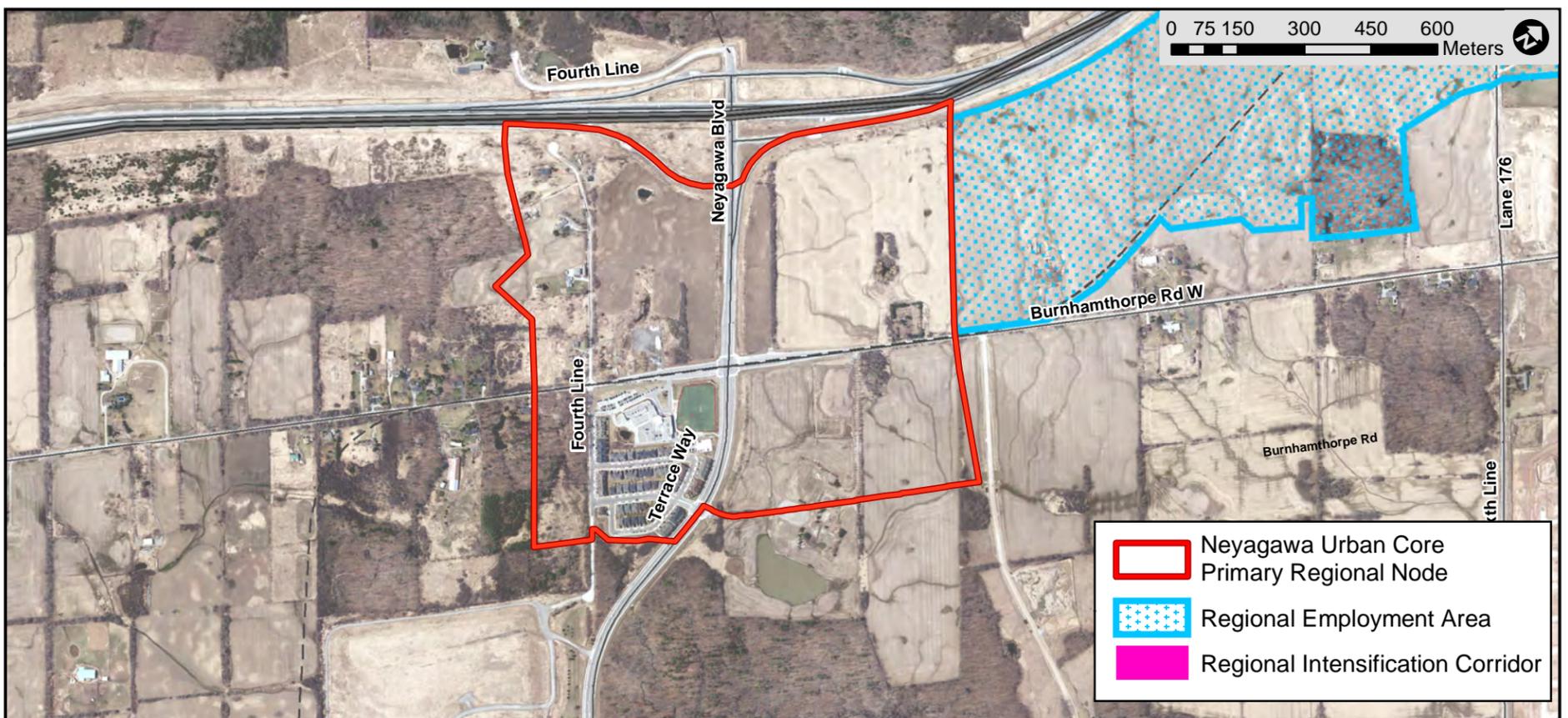
Map 6l - Hospital District Primary Regional Node



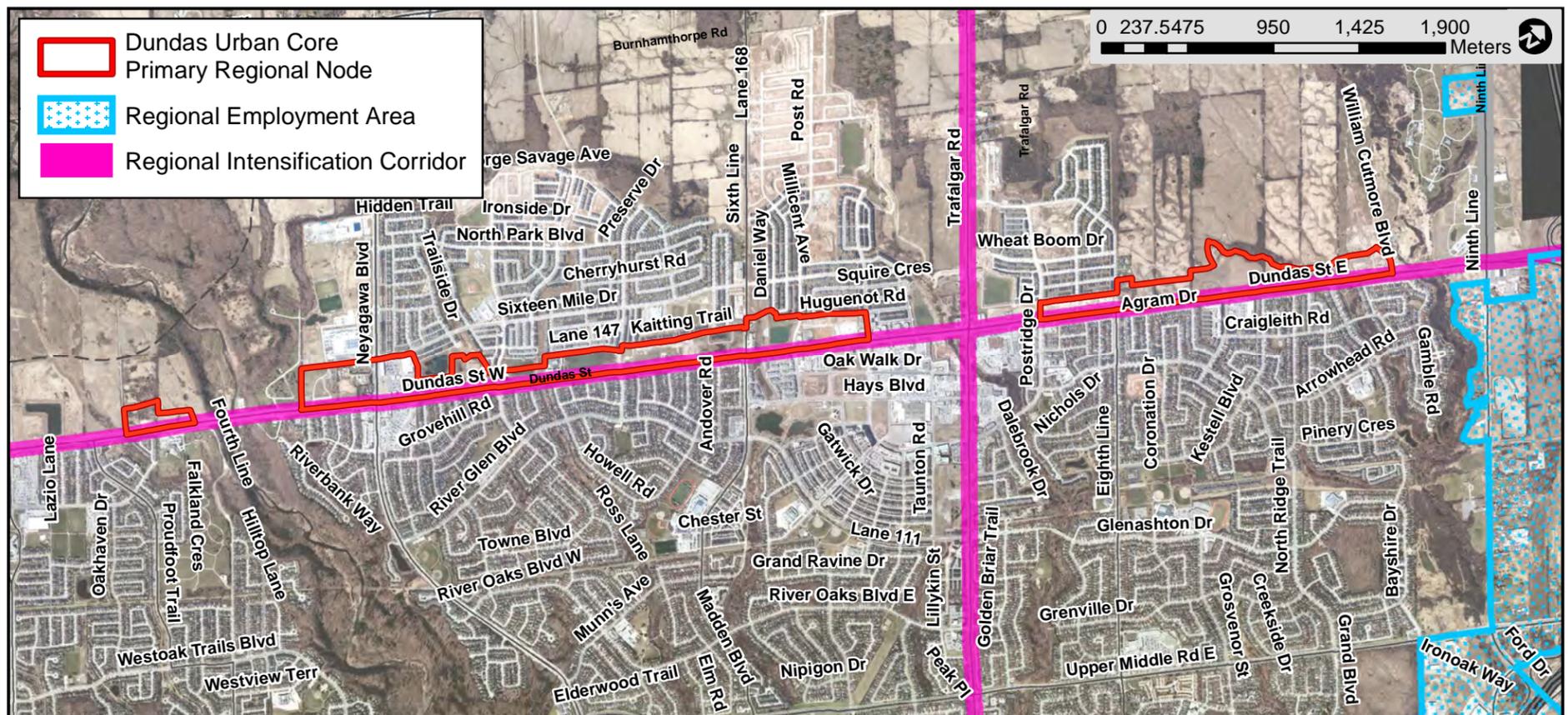
Map 6m - Palermo Village Primary Regional Node



Map 6n - Neyagawa Urban Core Primary Regional Node



Map 6o - Dundas Urban Core Primary Regional Node



Map 6p - Milton Education Village Innovation District Primary Regional Node



PART C THE APPENDICES

The following Appendices do not constitute part of Amendment No. 49, but are included as information supporting the amendment.

Appendix I	Notice of Statutory Public Meeting
Appendix II	Track Changes to Draft ROPA 49
Appendix III	ROPA 49 – Track Changes to the Regional Official Plan