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October 27, 2010

Ron Glenn, MCIP, RPP
Director of Planning and
Chief Planning Official
Region of Halton
Legislative and Planning Services
1151 Bronte Road
Oakville, ON L6M 3L1

Dear Mr. Glenn:

Re: Proposed Draft Decision on Regional Official Plan Amendment No. 38
MMAH File No.: 24-OP-0027-038

I am pleased to share with you a proposed partial draft decision, as prepared by my staff, to address the majority of policies in Regional Official Plan Amendment No. 38 (ROPA 38).

The Region of Halton adopted Official Plan Amendment No. 38 to bring the Regional OP into conformity with the *Growth Plan for the Greater Golden Horseshoe*, *Greenbelt Plan*, and the *Provincial Policy Statement, 2005*.

ROPA 38 was the subject of a multi-ministry review through the One Window Planning Service which examined both the draft and adopted versions of the plan. MMAH staff met and worked closely with Regional staff on numerous occasions and productively addressed many key areas of ROPA 38.

The Ministry would like to commend the Region for its notable efforts to improve the policy framework of the Regional Official Plan through the implementation of strong environmental protection policies, an appropriate development phasing strategy, meeting Growth Plan intensification and greenfield density targets, and the protection of employment lands.

The proposed partial draft decision includes several modifications to ROPA 38, along with a number of new modifications, including the addition of new policies. The proposed modifications to the OP will improve consistency with the Provincial Policy Statement and improve conformity with the Growth Plan for the Greater Golden Horseshoe.

The proposed draft decision identifies areas of the amendment that are supported and areas where modifications are recommended; the draft decision:

- supports the majority of the Urban Area and growth management policies, including the distribution of growth as set out in table 1 of ROPA 38;
- recognizes the Agricultural Rural Area and Regional Natural Heritage System policy framework (outside the Greenbelt Plan Area);

- strengthens policies to protect prime agricultural areas and ensure that agriculture as a land use is not hindered;
- supports harmonization of the OP with the policies of the Parkway Belt West Plan;
- removes specific references and mapping of Future Strategic Employment Areas, but includes alternative wording to support Regional goals in this regard;
- incorporates new definitions to strengthen the Regional policy framework.

Matters not Addressed in the Draft Decision:

At this time, MMAH is not in a position to provide draft modifications or a draft decision for a number of key areas of the OP. It is anticipated that through further discussion with regional staff the following matters can be addressed, prior to issuance of a final decision.

The Ministry continues to have concerns with the Regional approach with respect to Greenbelt Plan conformity, and has advised the Region that it must identify an appropriate approach to address these concerns. Further modifications to the Greenbelt Plan related policies and mapping are therefore anticipated.

The Ministry has also identified concerns with the Region's land budget methodology in relation to the proposed employment area land supply. As we have identified previously and consistently across the province, the Ministry does not support the use of vacancy rates and underutilization variables when determining future land needs. Further discussion between the Ministry and Region will be necessary to address these concerns. In the interim, as per discussions with Regional staff, the Ministry is proposing to withhold a decision on the designation of approximately 110 ha of new employment land (see Map 1 attached). This decision would be withheld pending the outcome of such discussions and the findings related to future transportation corridors planned for this area.

Other parts of the OP have also not been addressed through this draft partial decision, including: certain remaining agricultural policies, natural heritage policies, mineral aggregate policies, land use schedules, deferrals and referrals, and other technical matters such as EIS requirements. Accordingly, additional modifications to the amendment to address these matters are expected.

The rationale for the policy modifications and the non-decision areas is provided in the appendix to this letter.

The Draft Decision:

Proposed draft modifications are attached for your review. Please note, these modifications do not reflect any technical modifications the Region may have requested. MMAH is committed to continuing the ongoing dialogue with the Region in order to address these matters and prepare a supplementary draft decision, wherein the balance of the ROPA will be addressed.

Please contact Mark Christie at the Municipal Services Office – Central Region at (416) 585-6063 if you have any questions or require additional information.

Yours truly,



Barry Clay
Regional Director

APPENDIX

Greenbelt Plan Policy Area

The current policy framework proposed by ROPA 38 identifies the Greenbelt Plan Area, including the Greenbelt Natural Heritage System, but only provides basic policy direction to local municipalities who are to provide more detailed implementation policies and mapping, in accordance with the Greenbelt Plan. In order to ensure consistency across the Province, the Ministry has directed the Region to implement Greenbelt policies into its policy framework that will provide clear direction to local municipalities as they amend their own Official Plans to ensure Greenbelt conformity.

Furthermore, it is noted that the Regional Plan takes two approaches to conformity, (1) for lands north of the Niagara Escarpment and (2) for lands south of the Niagara Escarpment. The Ministry would like to see a policy framework wherein the Greenbelt Plan is applied consistently across the Region while still ensuring that the local context, where appropriate, is addressed. Further discussion between the Region and Ministry staff will be necessary to address this issue and to collaboratively develop policy modifications to ensure conformity with the Greenbelt Plan.

Future Strategic Employment Areas

The Region is proposing to identify Future Strategic Employment Lands (Map 1C) which are not presently within the Urban Area. Provincial Policy does not support the delineation of land for urban uses that exceed the 20-year planning horizon as noted in both in the Growth Plan and the Provincial Policy Statement.

The Ministry is proposing to delete future strategic employment areas as shown on Map 1C and has included modifications to delete and/or revise the following related policies: 51.2(2), 77.3, 139.3(2), 139.6, 139.7, and 259.2.

The Ministry has proposed a modification to Section 77(7)f)vii) including language directs that the Region will designate lands for employment use which are in the vicinity of strategic infrastructure or transportation facilities, when such lands are brought into the urban area pursuant to a municipal comprehensive review, to help protect these areas from potential residential development.

Mineral Resource Extraction Areas

The Region has advanced a policy approach for mineral aggregate resources which appears to be more restrictive than the policies in the Provincial Policy Statement and the Greenbelt Plan. This is contrary to provincial policy that directs municipalities to protect aggregate resources for the long term and ensure that development activities do not preclude or hinder the current or future extraction of these resources.

In addition, the Region has proposed policies which relate to matters beyond their jurisdiction, such as licensing which is regulated under the *Aggregate Resources Act*. Further discussion between the Region and Ministry staff is necessary to address these concerns.

Employment Land Needs

The Region's land budget methodology used to support the designation of additional employment land does not appear to fully comply with provincial guidelines and policy. The province does not support the use of vacancy rates or underutilization variables. It appears that these assumptions may have led to an overestimation of land needed for future employment growth in Halton Region. Further discussion is required between the Region and the province to address this issue. In the interim, the Ministry is proposing to withhold a decision on approximately 110 ha of new employment land, as shown on Map 1, in order to satisfy these concerns. The area identified for this purpose is also subject to an Environmental Assessment process to identify a future transportation connection to Highway

Natural Features

The Region's proposed natural heritage system policy framework intends to protect all natural heritage features equally within the system. Fine tuning of the policies regarding the protection of the natural heritage system are required to provide sufficient clarity with respect to the protection of natural features (wetland, woodlots, etc) to meet the intent of the Provincial Policy Statement.

Mapping

Map 1E:

The Region has identified prime agricultural areas on Map 1E. The boundary of these areas should be further examined to ensure that prime agricultural areas are comprised of appropriate contiguous blocks and meet the intent of the Provincial Policy Statement.

Map 1F:

This map includes mineral resource areas that have already been extracted or do not represent viable sources of mineral aggregate. Further discussion is required between the Region and the Ministry to clarify which areas should be removed from Map 1F.

Map 3:

The Region has not identified conceptual routes for proposed provincial transportation corridors, including the GTA West and Niagara GTA corridors. Given that the formal EA processes are underway for both the GTA West and Niagara GTA corridors, the Region should recognize these on-going planning initiatives for infrastructure which may have significant impact on the transportation system in Halton Region. In this regard, the Ministry has included a modification to 173(1) of the Official Plan and identified the conceptual corridors on Map 3, as shown in the attached draft decision.

DRAFT DECISION
With respect to Official Plan Amendment No. 38
Subsection 17(34) of the Planning Act

I hereby approve in part Amendment No. 38 to the Official Plan to the Region of Halton, as adopted by By-law No. 162-09, as modified and shown in tracked changes in Parts A and B of this decision. Only sections of ROPA 38 where modifications are proposed, to date, are shown below.

Note: Modifications to the amendment constitute additions and deletions. Additions are shown in **red text** and deletions to the amendment are in single ~~strike through~~ as follows:

PART A – MODIFICATIONS to TABLE A

Details of the Amendment:

<i>Item</i>	<i>Section Number</i>	<i>Details of the Amendment</i>
37	51.2(2)	Future Strategic Employment Areas, as shown on Map 1C,
42	55	The Regional Structure is accompanied by a growth strategy for Halton based on the <u>distribution of</u> population and employment targets for the planning horizon of year 2031 as contained in Table 1 as well as by other infrastructure elements such as transportation systems and urban services.
46	61(1)	objectives and policies relating to areas of constraint as shown on Map 1 or <u>and</u> Maps 1B through 1G;
48	63.1	All development within the Greenbelt Plan Protected Countryside Area <u>and Natural Heritage System (Greenbelt Plan) as shown on Map 1A</u> is subject to the provisions of the Greenbelt Plan Act and the Greenbelt Plan , as well as applicable policies of this Plan, Local Official Plan, and Local Zoning By-laws.
61	75	The Urban Area is planned to accommodate <u>the distribution of</u> population and employment targets for the Region and the four Local Municipalities as shown in Table 1. Such <u>a distribution is</u> targets are expected to be reached by the planning horizon year of 2031.
63	77(1)	Prepare, in consultation with the Local Municipalities, and adopt population and employment forecasts in accordance with <u>the distribution of these</u> targets <u>population and employment</u> contained in Table 1. Such forecasts shall:
66	77(3)	Require the Local Municipalities and encourage public agencies in Halton to adopt and use the population and employment forecast <u>targets</u> established under Sections 77(1) , as well as <u>the population and employment distribution</u> these contained in Table 1 and <u>the targets contained in Table</u> 2, as the basis for their plans and provision of services.

- 67 77(4) Require the Local Municipalities to demonstrate with sufficient details, through their respective Official Plans and amendments thereof, how the population and employment distribution targets in Tables 1 and targets in Table 2 can be achieved and maintained at all times.”
- 68 77(5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities of a new community or the redevelopment of an existing one. The area may contain solely employment lands without residential uses or solely an *Intensification Area*. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:
- 68 77(5)c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands.
- 68 77(5)q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations. Such an assessment will address the requirement for compliance with the Minimum Distance Separation formulae.
- 70 77(7)a.1) the expansion makes available sufficient lands to accommodate population and employment growth for a time horizon of at least ten years but not exceeding 20 years. from the date of the anticipated approval of the Plan amendment, based on the analysis undertaken under Section 77(7)a); that time horizon may be varied as a result of a Provincial Plan or planning exercise;
- 70 77(7)a) sufficient opportunities to accommodate the distribution of population and employment ~~targets~~ in Table 1, based on intensification and density targets in Table 2, are not available within the Region;
- 70 77(7)e) impacts from the expansion on agricultural operations adjacent or close to the Urban Area are mitigated to the extent feasible; and compliance with the Minimum Distance Separation formulae has been addressed and impacts from the expansion on agricultural operations adjacent or close to the Urban Area are mitigated to the extent feasible; and
- 70 77(7)f) vii) the identification of strategic employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and infrastructure.
- 73 77(12) Prepare, in conjunction with the Local Municipalities, the School Boards and Provincial agencies responsible for other human services, a Joint Infrastructure Staging Plan, based on the distribution of population and employment ~~targets~~ in Table 1 and their forecasts under Section 77(1), and any community infrastructure plans under Section 77(5)n), as well as Local and Regional development phasing strategies, to ensure that infrastructure and human services to support development is planned and financing is secured in advance of need. The Staging Plan shall be updated periodically and assist in setting development charges and preparing master plans for the provision of Regional services, in accordance with the Provincial Class Environmental Assessment process.”

85	77.1(3)	To locate <i>Employment Areas</i> in the vicinity of existing major highway interchanges and rail yards, where appropriate within the Urban Area.
85	77.2	The <i>Employment Areas</i> , <u>are shown conceptually as an overlay on top of the Urban Area on Map 1, are part of the Urban Area</u> and are subject to the objectives and policies for the Urban Area. <u>Employment Areas do not include the Regional Natural Heritage System as shown on Map 1 and the Parkway Belt West Plan Area as shown on Map 1A.</u> 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 Area-Specific Plan or an amendment to the Local Official Plan.
85	77.3	Additionally, Future Strategic Employment Areas are identified under Sections 139.6 and 139.7 of this Plan to protect lands from incompatible uses that are best suited for employment purposes to meet employment land needs beyond the planning horizon of 2031.
85	77.4(1)a)	to recognize uses permitted by specific policies of a Local Official Plan on <u>December 16, 2009</u> the date of adoption by Council of this Plan; or
85	77.4 (1)b)iv)	such uses do not collectively displace employment from the Employment Area to result in a shortfall in Employment Areas to meet the Local Municipality's target for employment <u>number</u> in Table 1.
85	77.4(4)b)	the conversion will not compromise the Region's or Local Municipality's ability to meet the employment number <u>targets of in</u> Table 1;
89	78(11)c)	For <i>Major Transit Station Areas</i> , to provide access from various transportation modes to the transit facility, including consideration of <u>but not limited to</u> pedestrians, bicycle <u>routes and bicycle</u> parking, and commuter pick-up/drop-off areas, <u>carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.</u>
91	80	The locations of Major Transit Stations are shown on Map 1 while those for Arterial Roads and Higher Order Transit Corridors are shown on Map 3.
91	80(2)	<i>Major Transit Station Areas</i> <u>(including Metrolinx-designated Mobility Hubs)</u> as identified <u>on Map 1 and Map 3 and/or</u> in Local Official Plans, which generally consist of areas within 500 m of a <u>the</u> Major Transit Station,
91	80(3)	<i>Intensification Corridors</i> as identified in Local Official Plans, which consists of areas along <i>Higher Order Transit Corridors</i> and selected <i>Arterial Roads</i> <u>within Urban Areas, as shown on Map 3,</u> and
103	81(10.1)	Require the Local Municipalities to direct major office, retail and appropriate major institutional development, to <i>Urban Growth Centres</i> , <i>Major Transit Station Areas</i> <u>(including Metrolinx-designated Mobility Hubs)</u> , areas with existing frequent transit services, or existing or planned higher order transit services.
108	85(1)	To establish housing targets by type <u>and appropriate density</u> for the Local Municipalities and the <i>Region</i> as a whole.
114	86(10)	Require Local Official Plans and Zoning By-laws to permit second residential units within an existing dwelling in residential neighbourhoods as

		of right, provided that health, safety and other reasonable standards or criteria, including parking and the adequacy of urban services, are met.
117	86(14)	Support the involvement of the private and non-profit sectors in the provision of <i>Assisted and Affordable Housing</i> by <u>improving the planning process</u> . removing planning impediments and financial disincentive that may exist.
123	86(21)	Require Local Official Plans to provide an appropriate mix of housing by <u>density</u> , type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.
158	101(1.2)	Prohibit the creation of new <i>lots</i> <u>for residential purposes</u> by rural estate residential development or infilling throughout the Agricultural Rural Area except in Hamlets or Rural Clusters.
191	103	<i>Hamlets</i> are compact rural communities <u>designed designated</u> to accommodate the majority of future residential growth in the Rural Area and small scale industrial, commercial and institutional uses serving the <i>farming</i> and rural communities.
236	114.1(6)	To protect or enhance <u>the following Key Features</u> , without limiting the ability of existing agricultural uses to continue: <ul style="list-style-type: none"> a) significant habitat of endangered and threatened species, b) significant wetlands, c) significant coastal wetlands, d) significant woodlands, e) significant valleylands, f) significant wildlife habitat, and g) significant areas of natural and scientific interest.
237	114.1(19)	Outside the Key Features, to recognize and support agriculture as a primary activity, <u>in accordance with Section 99</u> .
241	116.1	The mapping of certain components of the Regional Natural Heritage System may be updated, with additions, deletions and/or boundary adjustments, through programs of the Ministry of Natural Resources, Conservation Authorities and/or the Region. As well, the boundaries of the Regional Natural Heritage System and/or its Key Features may be refined through the preparation of Area-Specific Plans, Sub-watershed studies or individual Environmental Impact Assessments, <u>provided such refinements are based on established criteria</u> . The Region will maintain mapping showing such changes, provide notification to affected landowners, and incorporate them expeditiously by amendment to this Plan.
244	117.1(10)	<i>accessory buildings, structures</i> and facilities (e.g., a garage or farm pond) and site modifications required to accommodate them,
244	117.1(11)	<i>incidental uses</i> (e.g., swimming pools, tennis courts) and site modifications to accommodate them, provided that the impact on the natural environment is minimal,
244	117.1(14)b)	<i>veterinary clinics</i> , <u>only if located on a commercial farm and secondary to the farming operation</u> , serving primarily the agricultural community except in

the Escarpment Natural Area, and

- 244 117.1(14)c) *animal kennels, only if located on a commercial farm and secondary to the farming operation,* in conjunction with a single detached dwelling except in the Escarpment Natural Area,
- 244 117.1(15) essential watershed management and flood and erosion control projects either carried out or supervised by a public authority or approved in a Local Official Plan on the date of approval of the amendment to this Plan introducing this provision (December 16, 2009).
- 247 118(3) The purpose of an EIA is to demonstrate that the proposed development will result in no ~~overall~~ negative *impacts* to the functions and features of that portion of the Regional Natural Heritage System affected by the development by identifying natural features, functions and values and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement.”
- 260 118(11) Require that Local Zoning By-laws prohibit new construction and the expansion or replacement of existing nonconforming uses within ~~Provincially Significant Wetlands and~~ hazard lands, except where specifically exempted or identified as a Special Policy Area in the Local Official Plan. based on consultation by the Local Municipality with the appropriate Conservation Authority, Special Policy Areas, including any policy or boundary changes thereto, must be approved by the Minister~~ery~~ of Natural Resources and the Minister~~ery~~ of Municipal Affairs and Housing prior to municipal adoption.
- 262 118(12) Require that Local Zoning By-laws impose for development appropriate buffers setbacks from ~~Provincially Significant Wetlands and~~ Regulated Flood Plains, based on the kind, extent and severity of existing and potential hazard to public safety. Special consideration should be given to agriculture-related buildings, including dwellings, to maintain the long term viability of existing agricultural operations, without compromising the safety of such buildings or their occupants.
- 279 139.3(2) ~~Future Strategic Employment Areas, as shown on Map 1C,~~
- 279 139.6 to 139.7(4) ~~Future Strategic Employment Areas~~
- ~~“139.6 The purpose of the Future Strategic Employment Areas, as shown on Map 1C, is to protect lands from incompatible uses that are strategically located with respect to major transportation facilities such that they are best suited for employment purposes to meet employment land needs beyond the planning horizon of 2031.~~
- ~~139.7 It is the policy of the Region to:~~
- ~~139.7(1) Prohibit the re-designation of lands within the Future Strategic Employment Areas to uses that are incompatible with employment uses in the long term, especially non-farm uses such as institutional and recreational uses.~~
- ~~139.7(2) Require Local Official Plans and Zoning Bylaws to include~~

~~mapping and policies for the Future Strategic Employment Areas in accordance with policies of this Plan.~~

~~139.7(3) Investigate, as part of the Joint Infrastructure Staging Plan, the feasibility and costs to service the Future Strategic Employment Areas but the provision for servicing these lands, including the oversizing of certain infrastructure components, are subject to other policies of this Plan.~~

~~139.7(4) Consider the inclusion of any of the Future Strategic Employment Areas into the Urban Area prior to 2031 only through a *municipal comprehensive review*, as part of the *Region's* statutory five-year review of its Official Plan, if it can be demonstrated that the Region and Local Municipalities will not be able to, through *intensification and development* outside the *built boundary*, meet the employment targets set out in Table 1.~~

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| 310 | 145(1) | Adopt and maintain an Aquifer Management Plan as described in Section 101(1.1), <u>and Guidelines for Hydrological Studies and Best Management Practices for Groundwater Protection as described in Section 101(1.4).</u> |
| 426 | 170(2) | Establish short and long term employment <u>forecasts targets</u> in accordance with Section 77(1) of this Plan and specify such <u>forecasts targets</u> by type to respond to global and regional economic trends. |
| 427 | 170(2.1) | Monitor, through regular reports to Council, the attainment of employment <u>forecasts targets based on forecasts from developed under</u> Section 77(1), using the employment data base under Section 170(9). |
| 429 | 170(4.2) | Protect employment lands for economic development both during the current planning period to 2031 and beyond in accordance with Sections 77.1, <u>and 77.2, 77.3, 139.8 and 139.9</u> of this Plan.” |
| 459 | 173(1) | <u>(1.1) To work with the Province and local municipalities to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Map 3, to meet current and projected needs and not permit development in such corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned.</u>

<u>(1.2) Local municipalities, in consultation with and to the satisfaction of the province, shall develop official plan policies that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and/or implementation of the above noted transportation facilities.</u> |
| 462 | 173(4) | Adopt a Right-of-Way Plan of Arterial Roads, as shown on Map 4, for future highway widenings <u>for transportation purposes to support a balanced transportation system</u> and to serve travel demands to year 2021. |
| 554 | 206(1.1)b)xi) | Attainment of employment <u>forecasts targets</u> under Section 170(2.1), and |
| 577 | 249.1 | HORTICULTURAL TRADE USES means a non-farm business associated with the growing , sale, supply, delivery, storage, distribution, installation, and/or maintenance of horticultural plants and products used in landscaping, <u>but does not include uses associated with the principal</u> |

		<u>agricultural operation.</u>
578	252	INFRASTRUCTURE means the collection of public capital facilities including highways, transit terminals and rolling stock, <u>bicycle lanes, sidewalks and multi-use paths</u> , municipal water and wastewater systems, solid waste management facilities, storm water systems, schools, hospitals, libraries, community and recreation centres, other public service facilities and any other public projects involving substantial capital investment. It includes not only the provision of new facilities but also the maintenance and rehabilitation of existing ones.
579	253.2	INTENSIFICATION AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification. Intensification areas include <i>Urban Growth Centres, Major Transit Station Areas</i> <u>(including Metrolinx-designated Mobility Hubs)</u> , <i>Intensification Corridors, and Mixed Use Nodes.</i> "
617	Table 1	TABLE 1 POPULATION AND EMPLOYMENT TARGETS <u>DISTRIBUTION</u>
617	Table 3	Amend Part IV, Table 3, by inserting as a bullet point, "Accommodate <i>active transportation</i> " under the Function column for Major Arterials, Multi-Purpose Arterials and Minor Arterials, and by inserting as a bullet point, "Accommodates pedestrian infrastructure as well as on and/or off road cycling facilities where possible" under the General Design Criteria column for Major Arterials, Multi-Purpose Arterials and Minor Arterials.
617	Table 3	Amend Part IV, Table 3, by inserting as a bullet point, "At stations, promote the connection of active transportation facilities and transportation and transit infrastructure" under the General Design Criteria column for Higher Order Transit Corridors, and by inserting as a bullet point, "Promote the connection of active transportation facilities and transportation and transit infrastructure" under the General Design Criteria column for Major Transit Stations.

PART B - ADDITIONAL MODIFICATIONS TO TABLE A:

52(4)	Where the boundaries of an Urban Area do not coincide with original township lot or concession lines, or identifiable physical features, and where a portion of an urban development proposal extends beyond those boundaries, the Region may deem the proposal to be within the Urban Area provided that the portion of the development proposal extending beyond the boundaries is considered minor and is required for proper site or subdivision design.
70	<u>(1) All approvals of draft plans of subdivision include a lapsing date as per Section 51 of the <i>Planning Act</i>;</u> <u>(2) If an approval of a draft plan of subdivision lapses, or when a secondary plan is updated, the implementation of the <i>Growth Plan</i> principles and objectives shall be considered; and,</u> <u>(3) If a plan of subdivision or part thereof has been registered for 8 years or more and does not conform to the <i>Growth Plan</i> principles and objectives, the Region may use its authority under section 50(4) of the <i>Planning Act</i> to</u>

- deem it not to be a registered plan of subdivision.
- 77.4(6) Subject to policy 77(7), lands in the vicinity of existing or planned major highway interchanges, ports, rail yards and airports shall be designated for employment purposes that rely on this infrastructure, once they are included in the urban area.
- 99(2) To preserve prime agricultural areas, as shown on Map 1E, and prime agricultural soils.
- 99(16) To promote ~~rural uses~~ agricultural, agriculture-related, and secondary uses in a manner sensitive to the ecological balance and the *farming* community.
- 100(9) ~~accessory buildings, structures and facilities (e.g., a garage or farm pond) and site modifications required to accommodate them,~~
- 100(10) ~~incidental uses (e.g., swimming pools, tennis courts and ponds) and site modifications required to accommodate them, provided the impact on the natural environment is minimal,~~
- 100(16) veterinary clinics, only if located on a commercial farm and secondary to the farming operation, serving primarily the agricultural community
- 100(17) animal kennels, only if located on a commercial farm and secondary to the farming operation, in conjunction with a *single detached dwelling*
- 101(1.5)a) [i] necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed use;
 [iv] justification that there are no reasonable alternate locations of lower capability agricultural lands; ~~and~~
 [v] no significant impact to adjacent agricultural operations and the natural environment; ~~and~~
[vi] there are no reasonable alternatives that avoid prime agricultural areas as shown on Map 1E; and
[vii] the land does not comprise a specialty crop area.
- 101(1.7) Require that new land uses, including the creation of lots, and new or expanding livestock facilities shall comply with the provincially developed Minimum Distance Separation formulae.
- 101(2) g) Preserve the agricultural land base by protecting prime agricultural areas as identified on Map 1E.
- 101(2)c) Adopt a set of Livestock Facility Guidelines to support and provide flexibility to livestock operations and to promote best management practices in improving their compatibility with non-farm uses. These guidelines shall be developed in accordance with Provincial Plans and policies, including but not limited to Minimum Distance Separation formulae.
- 101(2)d) Require Local Municipalities to apply provincially developed *Minimum Distance Separation formulae* in their Zoning By-laws ~~in accordance with Council-adopted Livestock Facility Guidelines.~~
- 101(3)b) Promote *life science industries* in *Halton* that complement and support *agriculture, within the Urban Area.*
- 101(4)) i) permit, without creating a new *lot*, one second dwelling within the existing farm building cluster of an active farm for accommodating farm help ~~s or a~~

- ~~retiring farmer~~. Such permission shall be restricted to only portable or mobile dwellings for farm help within the *Niagara Escarpment Plan* Area.
- 104 *Rural Clusters* are existing small ~~settlement areas with a~~ historic ~~communities identity~~, where limited residential growth and ~~some~~ small scale commercial and institutional uses serving the local community may be permitted. The locations and boundaries of *Rural Clusters* are identified in Local Official Plans. The range of uses permitted in *Rural Clusters* are in accordance with policies of this Plan and Local Official Plans.
- 114.1(7) To protect or enhance fish habitats, as a Key Feature.
- 114.1(8) To preserve and enhance the quality and quantity of ground and surface water, as a Key Feature.
- 118(20) Prohibit the creation of new lots for residential purposes, except in Hamlets or Rural Clusters.
- 118(21) Permit sewage and water services as described in Section 101(1.3).
- 118(22) Recognize and protect lands within prime agricultural areas, as shown on Map 1E, in accordance with Section 101(1.6) and recognize, encourage, and support agriculture as an industry in accordance with Sections 101(2-5).
- 118(23) New land uses, including the creation of lots, and new or expanding livestock facilities shall comply with the provincially developed Minimum Distance Separation formulae.
- 187(10)k) Hazard land delineation, including, but not limited to, floodplain delineation.
- 214 **AFFORDABLE HOUSING** means, in the case of housing, market housing with market for which the purchase price or rent does not exceed 30 per cent of gross household income for that is affordable to households of low and moderate income households spending 30 per cent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living.
- a) Affordable rental housing should meet the demand of households at the low end, as described in Halton's annual State of Housing Report, pursuant to Section 86(7). Such households would be able to afford at least three out of ten rental units on the market.
- b) Affordable ownership housing should meet the demand of households at the high end, as identified in Halton's annual State of Housing Report pursuant to Section 86(7). Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.
- 230 **ENVIRONMENTALLY SENSITIVE AREAS (ESAs)** are land and water areas within the Greenbelt and Regional Natural Heritage Systems containing natural features or ecological functions of such significance as to warrant their protection in the best long term interests of the people and environment of Halton. While the Region maintains mapping showing the general boundaries of the ESAs, precise boundaries of ESAs are to be

established through an Environmental Impact Assessment (EIA). In designating ESAs, the Region will give specific regard to maintaining the long term viability of existing agricultural operations.

- 237 FLOOD PLAIN means the area, usually lowlands, adjoining the channel of a river, stream, or inland lake which is subject to flooding hazards such as or watercourse which has been or may be covered by flood water during a regional flood or a one-in-one-hundred-year flood, whichever is greater.
- 258 MARKET HOUSING means private housing for rent or for sale, where price are set through supplies and demands in the open market. housing for rental or purchase without government subsidization.
- 259.2 MOBILITY HUB means major transit station areas (MTSA's) that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for Mobility Hubs relative to other MTSA's, it is recommended that the Mobility Hub areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other MTSA's.
- 265.1 PRIME AGRICULTURAL AREA means areas where prime agricultural soil/lands predominate. *Prime agricultural areas* have been identified by the *Region* through an agricultural evaluation system approved by the Province, and are identified on Map 1E of this Plan.
- 256.1 LOW AND MODERATE INCOME HOUSEHOLDS means: those households defined through Halton's annual *State of Housing Report*, pursuant to Section 86(7), and in accordance with definitions of *Affordable and Assisted Housing* under Section 214 and 281, and in any event, the income levels for these households shall at a minimum, meet the definition in the Provincial Policy Statement.
- 276.3 NEGATIVE IMPACTS means:
- a) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
 - b) in regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and
 - c) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.

Map 1	Amend Map 1 by identifying through symbol, the Milton GO Station, Oakville GO Station, Downtown Burlington Urban Growth Centre, and Burlington GO Station as Mobility Hubs, and add "Mobility Hub" to the map legend.
Map 1	Amend Map 1 to identify the proposed Acton GO Station through symbol.
Map 1A	Amend Map 1A to depict the Greenbelt Natural Heritage System as an overlay on the Protected Countryside. Further amend Map 1A to clearly show the PBWP areas.
Map 1C	Map 1C is deleted in its entirety and remaining maps are renumbered accordingly and references throughout the Official Plan are updated.
Map 1E	The prime agricultural areas are to be revised to appropriately reflect contiguous prime agricultural and rural areas.
Map 1F	The "Identified Mineral Resource Area" is to be revised to remove areas which have been extracted and no longer represent areas of potential aggregate resource.
Map 3	Amend Map 3 to identify proposed provincial transportation corridors, including the GTA West and Niagara to GTA corridors.
Map 3	Amend Map 3 by identifying through symbol, the Milton GO Station, Oakville GO Station, Downtown Burlington Urban Growth Centre, and Burlington GO Station as Mobility Hubs, and add "Mobility Hub" to the map legend.
Map 3	Amend Map 3, by identifying by dashed line, the proposed commuter rail corridor from Georgetown to Acton, by adding "Proposed Commuter Rail Corridor" to the legend, and by adding the proposed Acton GO Station through symbol.

Matters not yet addressed in this Draft Decision:

Agricultural Rural Area

Further modifications to ROPA 38, within this Section and other, shall be made to address rural settlements, the application of MDS, prime agricultural areas, and Greenbelt Plan implementation.

Greenbelt Plan Policy Area

Further modifications to ROPA 38, within this Section and others, shall be made to address Greenbelt Plan implementation, such as:

- lower tier implementation policy;
- no redesignation of prime agricultural areas for non-agricultural uses within the Protected Countryside;
- existing uses;
- refinement of natural heritage system;
- protection of additional key natural heritage features;
- explanation of VPZ and its application;
- minor rounding out of Hamlets;
- recreational uses;
- infrastructure; and
- mineral aggregate operations.

Mineral Aggregate Resources

Further modifications to ROPA 38 shall be made to ensure consistency with the PPS and conformity with the Greenbelt Plan.

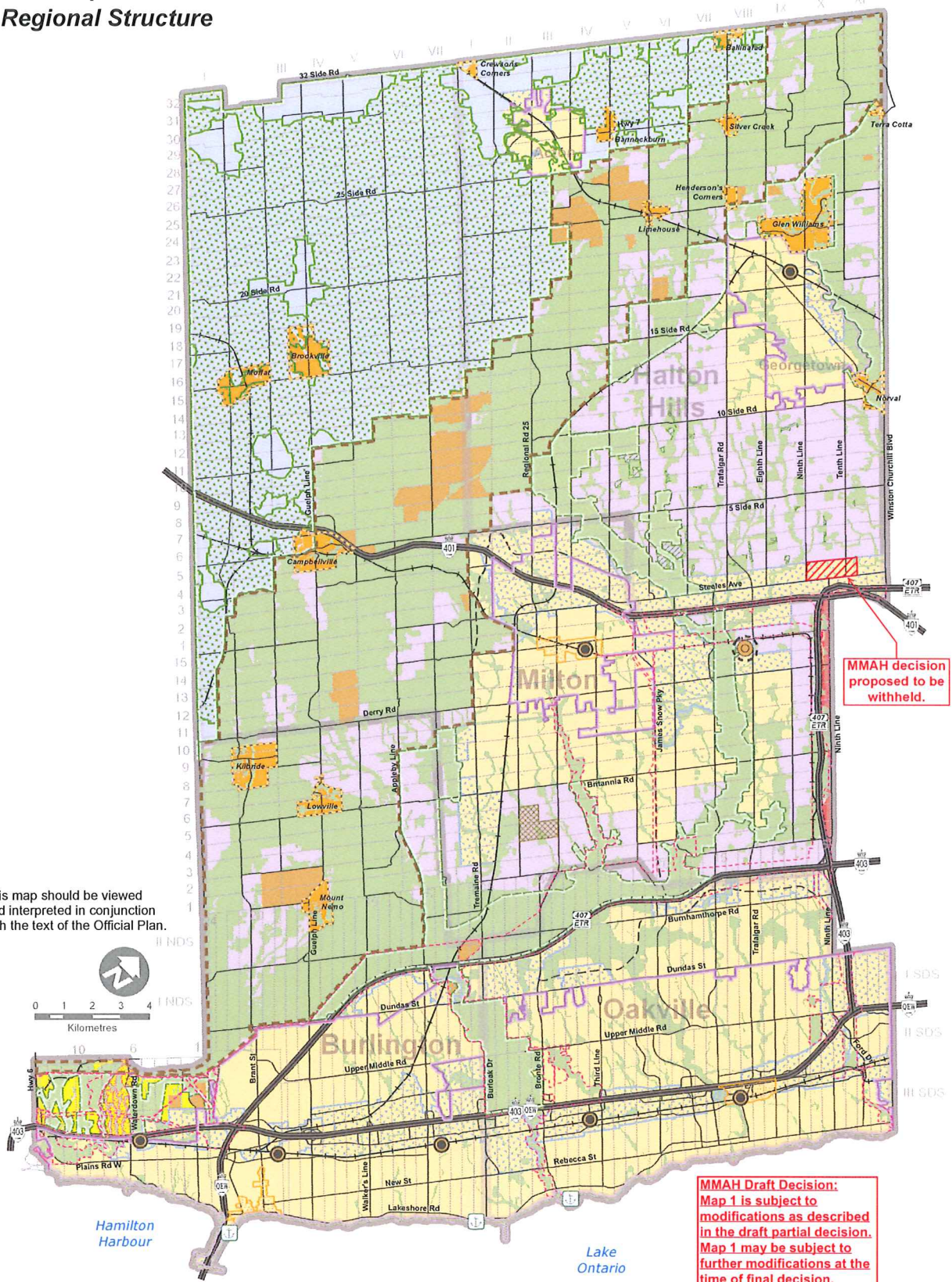
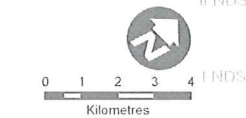
Regional Natural Heritage System:

Further modifications to ROPA 38, within this Section and others, shall be made to address the protection of key features.

- Map 1 Employment Area/Urban Area shown on Map 1 in red cross-hatching, comprised of land in Lot 1, Concession X and XI (north side of Steeles Avenue between Ninth Line and Winston Churchill Boulevard), and similarly for the same urban area designated on all subsequent maps.
- Map 1 Areas of this map are subject to further modification with respect to Greenbelt Plan conformity, including the identification of the Greenbelt and Natural Heritage System boundaries.

Map 1 Regional Structure

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



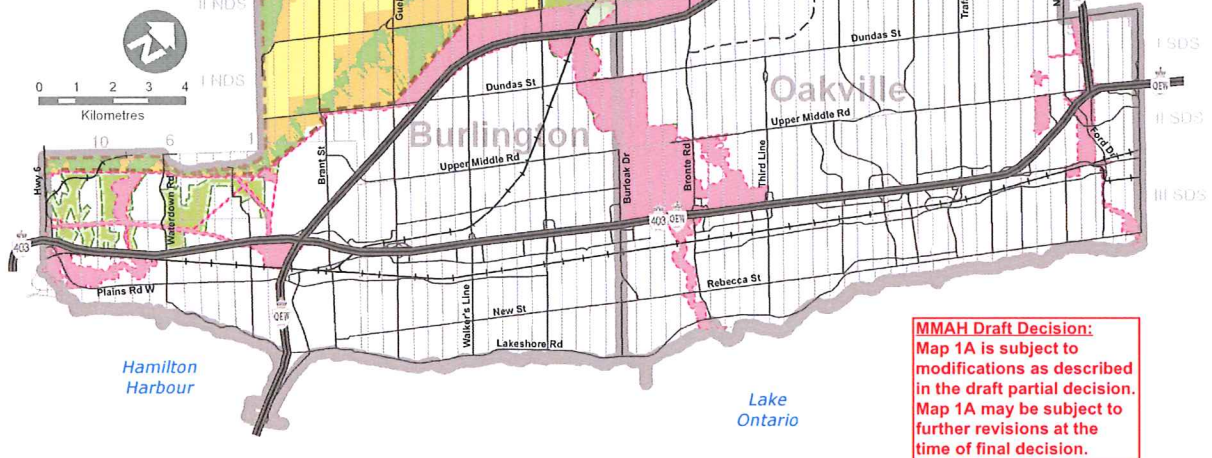
MMAH decision proposed to be withheld.

MMAH Draft Decision: Map 1 is subject to modifications as described in the draft partial decision. Map 1 may be subject to further modifications at the time of final decision.

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

Map 1A Provincial Plan Areas & Land Use Designations

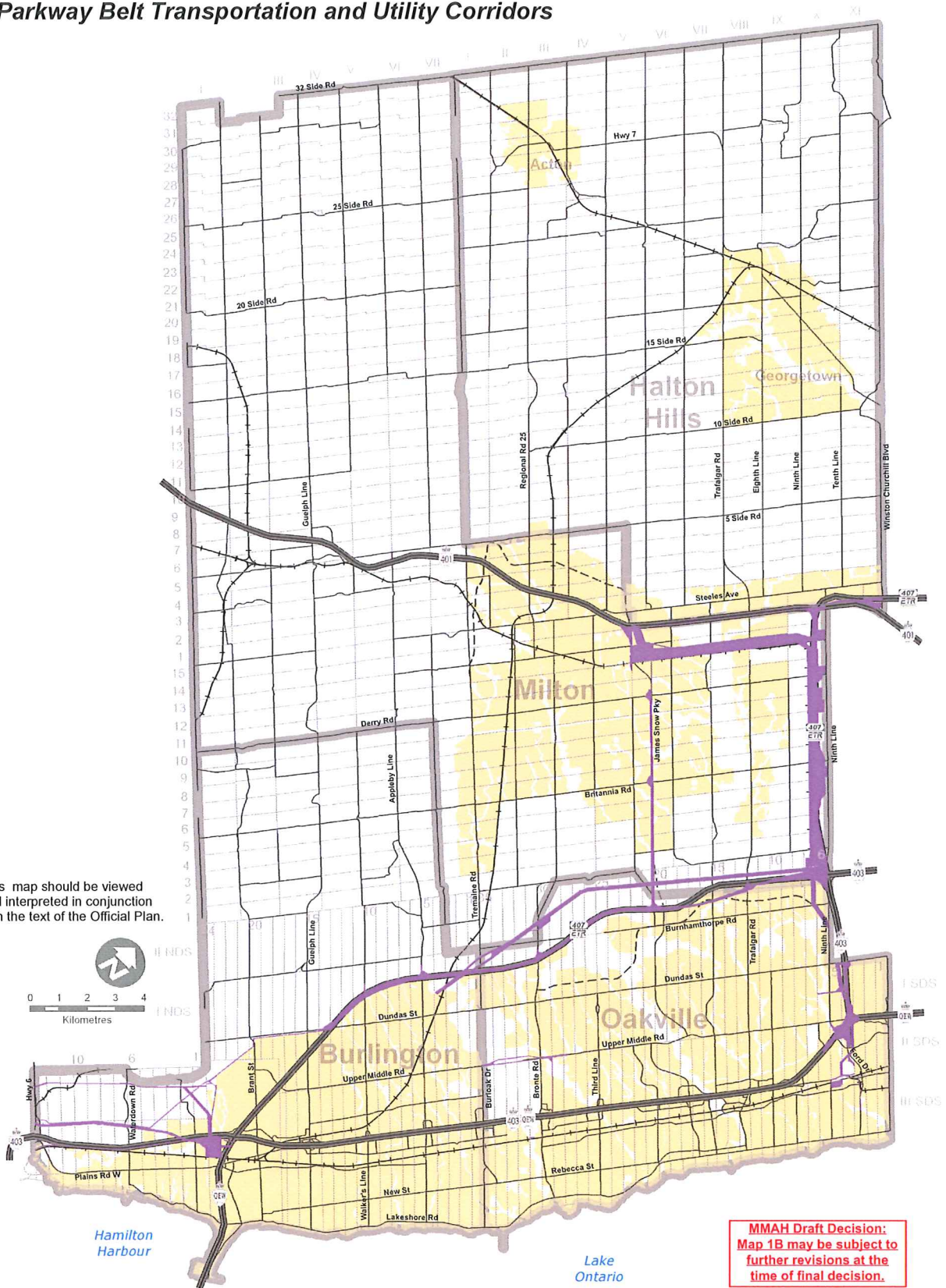
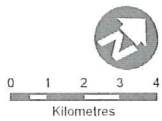
This map should be viewed and interpreted in conjunction with the text of the Official Plan.



- | | | |
|-------------------------------|---|---|
| —+— Rail Line | ● Parkway Belt West Plan Area | ● Escarpment Natural Area |
| - - - Proposed Major Arterial | ● Greenbelt Plan Protected Countryside Area | ● Escarpment Protection Area |
| — Major Road | ● Natural Heritage System (Greenbelt Plan) | ● Escarpment Rural Area |
| — Provincial Freeway | ● Niagara Escarpment Plan Area | ● Escarpment Mineral Resource Extraction Area |
| — Lot and Concession Line | | |
| — Municipal 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.

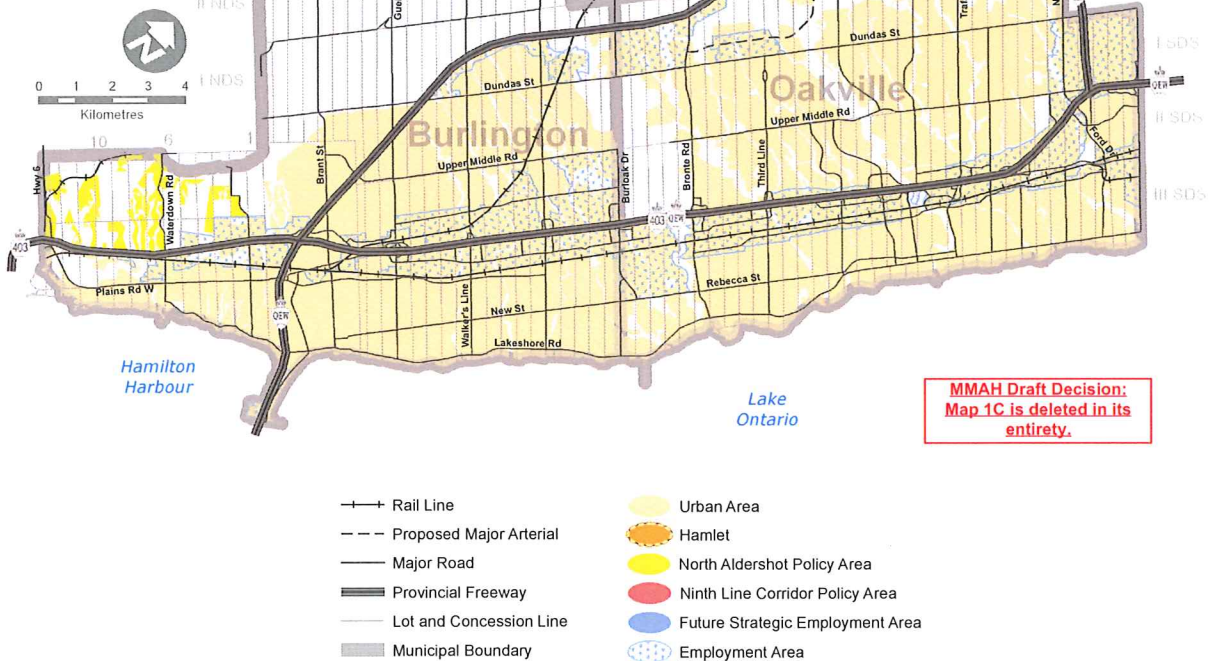


- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- == Provincial Freeway
- Lot and Concession Line
- ▬ Municipal Boundary
- Parkway Belt Transportation and Utility Corridor
- Urban Area

MMAH Draft Decision:
Map 1B may be subject to further revisions at the time of final decision.

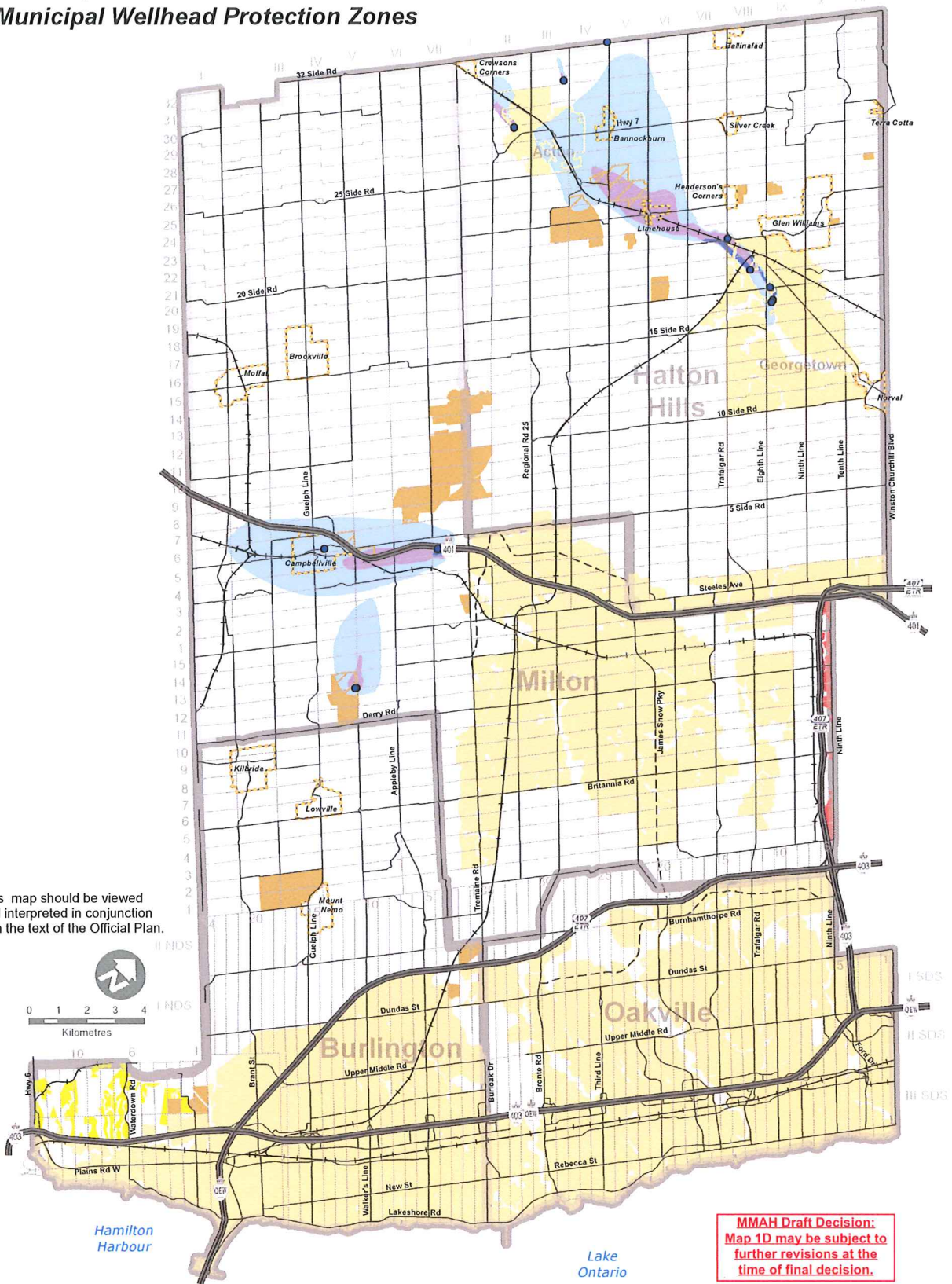
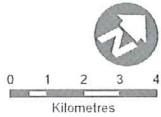
Map 1C Future Strategic Employment Areas

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



Map 1D Municipal Wellhead Protection Zones

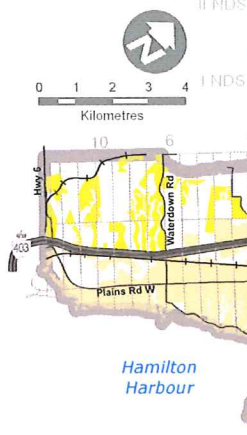
This map should be viewed and interpreted in conjunction with the text of the Official Plan.



- 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
- Ninth Line Corridor Policy Area
- 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 Prime Agricultural Areas

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

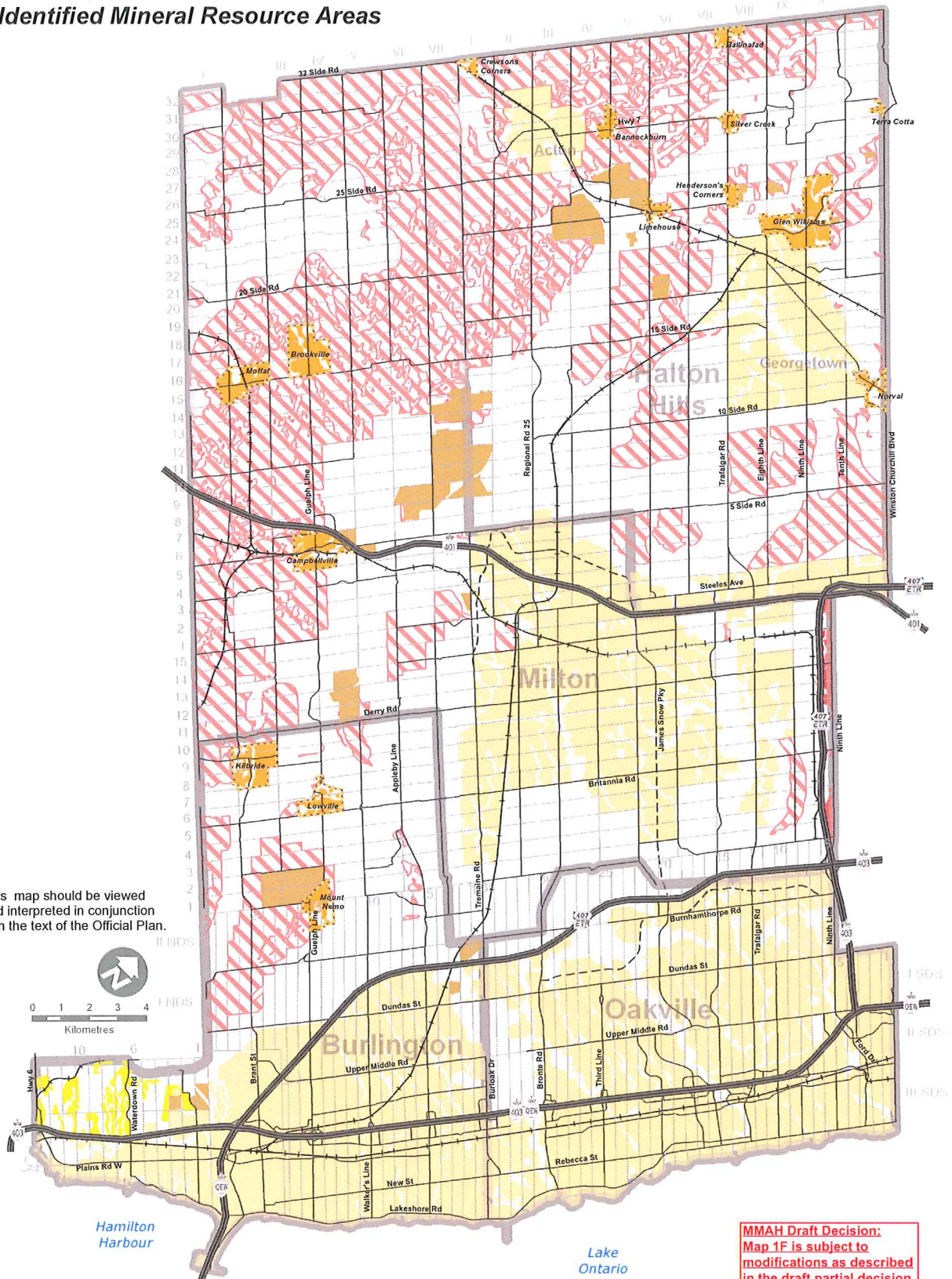
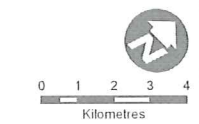


- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- North Aldershot Policy Area
- Ninth Line Corridor Policy Area
- Prime Agriculture Area

MMAH Draft Decision:
Map 1E is subject to modifications as described in the draft partial decision. Map 1E may be subject to further revisions at the time of final decision.

Map 1F Identified Mineral Resource Areas

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

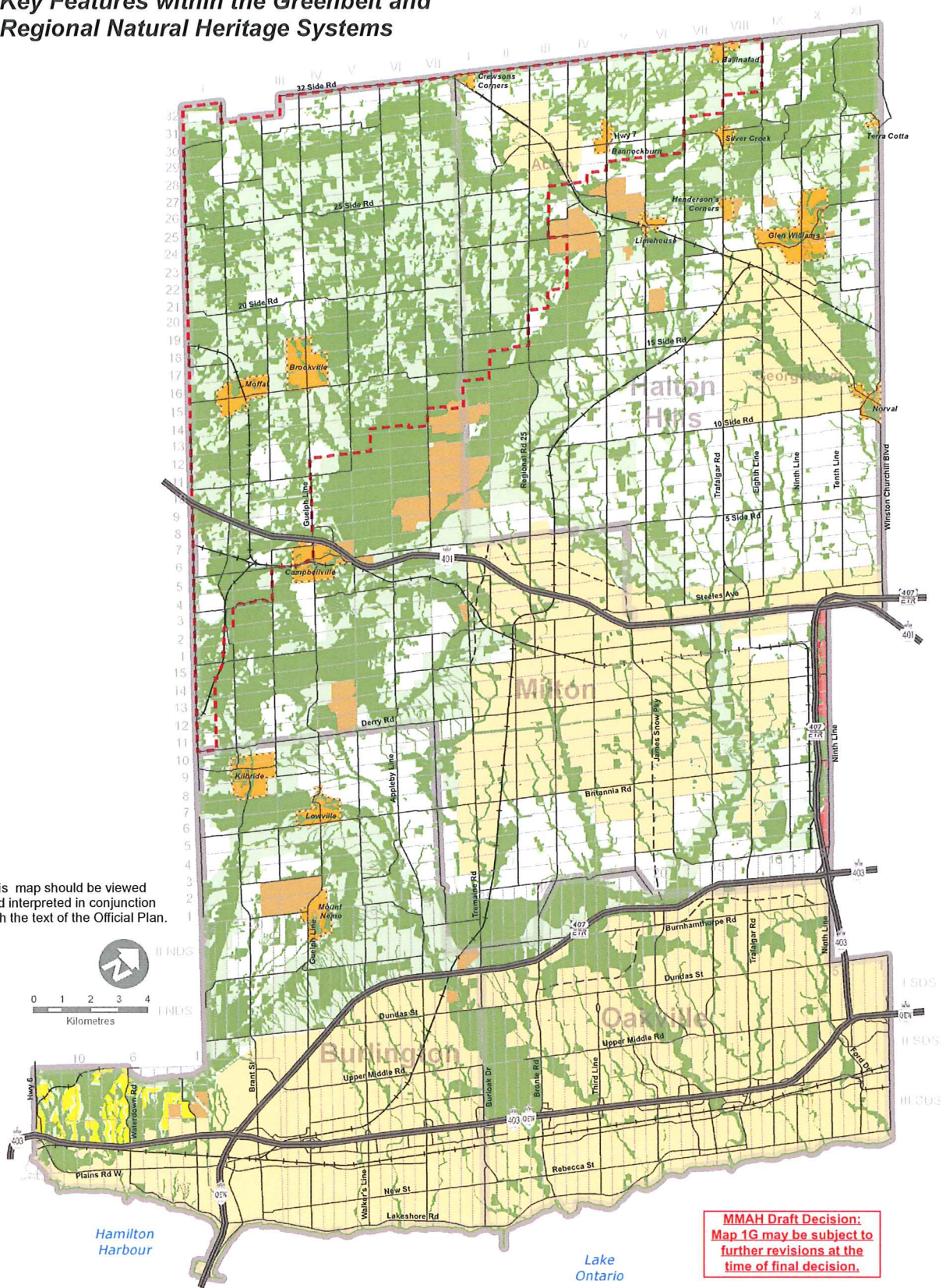
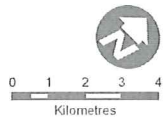


- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- == Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Ninth Line Corridor Policy Area
- Identified Mineral Resource Area

MMAH Draft Decision:
Map 1F is subject to modifications as described in the draft partial decision. Map 1F may be subject to further revisions at the time of final decision.

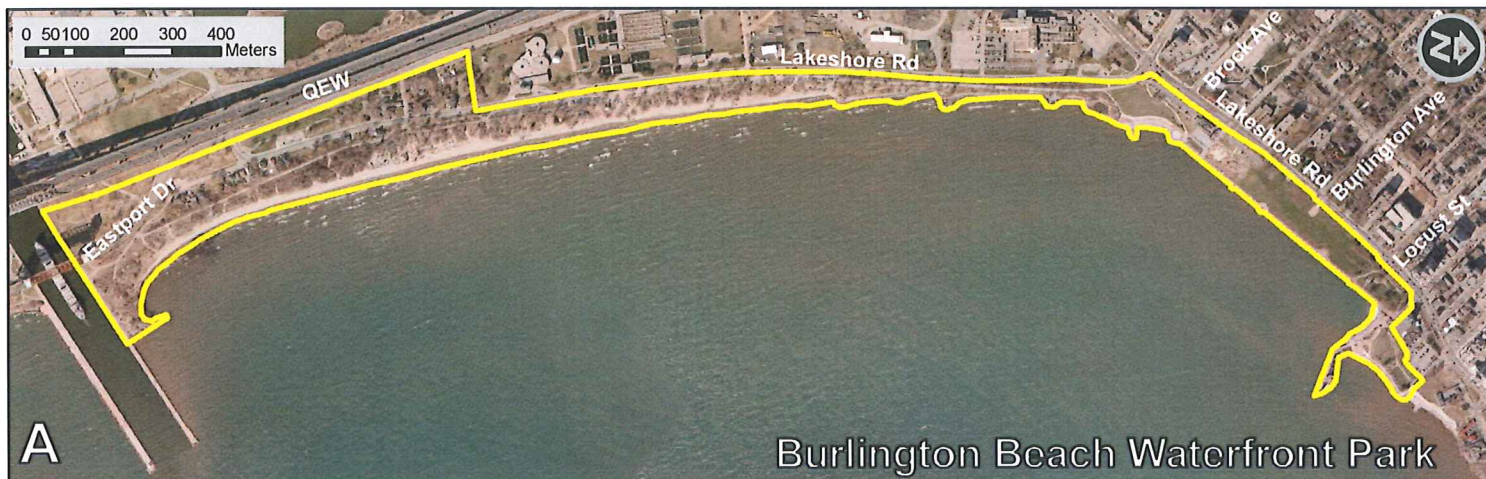
Map 1G Key Features within the Greenbelt and Regional Natural Heritage Systems

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



- | | | |
|-------------------------------|---|----------------------------------|
| —+— Rail Line | Urban Area | Mineral Resource Extraction Area |
| - - - Proposed Major Arterial | Hamlet | North Aldershot Policy Area |
| — Major Road | Key Features | Ninth Line Corridor Policy Area |
| == Provincial Freeway | Enhancement Areas, Linkages and Buffers | Greenbelt Plan Policy Area |
| — Lot and Concession Line | | |
| ■ Municipal Boundary | | |

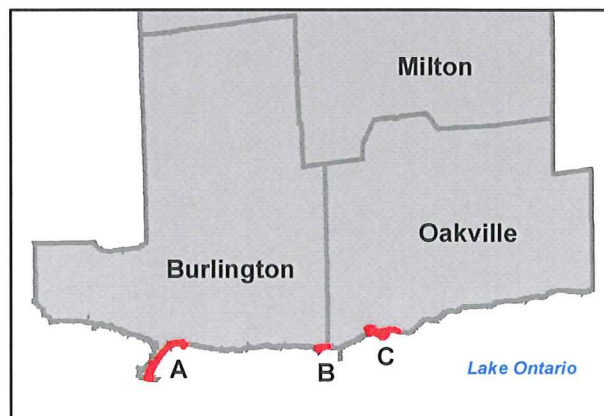
MMAH Draft Decision:
Map 1G may be subject to
further revisions at the
time of final decision.



Airphoto Flown Spring 2009

Map 2

Regional Waterfront Parks



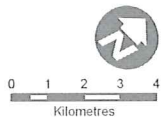
Map 3
Functional Plan of Major Transportation Facilities



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.



MMAH Draft Decision:
Map 4 may be subject to further revisions at the time of final decision.

- Urban Growth Centre
- Airport
- Urban Area

- Provincial Freeway / Highway
- Rail Line
- Major Road
- Lot and Concession Line
- Municipal Boundary

- 50m
- 47m
- 42m
- 40m
- 36m
- 35m

- 30m
- 26m
- 24m
- 20m
- ROW Shown on Local Official Plans
- Proposed Major 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 3 Regional Phasing

