

Background

The Evaluation Framework as provided in Regional Council Report No. LPS 41-19 (Re: “Regional Official Plan Review - Progress Update on the Integrated Growth Management Strategy and Preliminary Growth Scenarios”) has been developed around the land use policies and policy directions identified in the Provincial Policy Statement (PPS), the *Growth Plan for the Greater Golden Horseshoe, 2019* (the *Growth Plan*) and the Regional Official Plan (ROP).

The Framework has been informed by meetings with Regional staff, Local Municipal staff, and direction from the Regional Official Plan Review (ROPR) Steering Committee. It has also been further informed through discussions at the ROPR Visioning Workshop held June 7, 2018. Participants at the Workshop included Local Municipal Directors and ROPR Technical Committee members who provided insights on development of the scenarios and assisted in determining the recommended approach for evaluating the Growth Concepts to accommodate growth in Halton Region to 2041.

The Framework identifies a number of important measures to be evaluated against the Growth Concepts. Each measure is associated with specific policy themes based on the required policy directions from the PPS, the *Growth Plan, 2019*, and the ROP.

To develop the measures, the objectives were distilled into evaluation questions that represent Regional and Provincial policy directions. These questions are intended to measure the degree to which the concept addresses or demonstrates the particular objective. From there, specific measures were created for each question that could be used to evaluate the concepts and rank them on how well each meets the evaluation question (and the objective).

Using This Document

The purpose of this Evaluation Framework Review Package is to provide some additional material and an optional template to assist Local Municipalities in prioritizing and weighting the measures identified in the Evaluation Framework.

The template can be used to identify measures that are specifically relevant to local planning needs by circling “Yes” under the Local Planning Needs column of the template. In addition, the template can be used to identify the weighting of the measures by circling the number of stars, between one to five stars, to reflect the desired weighting of the measure. One (1) star indicates a low consideration whereas five (5) stars indicate the highest consideration for weighting.

The optional template is provided on pages **2** to **5** of this package for each theme identified in the Evaluation Framework. Additional context on the key Regional and Provincial policy directions that inform the objectives and measures are provided on pages **6** to **35**.

Theme 1: Regional Urban System & Local Urban Structure

Policy Directions

The objectives and measures identified under this theme are based on Regional policy directions and addresses urban structure, employment land supply, and complete and healthy communities:

Healthy Communities

As identified in the Regional Official Plan (ROP), Halton believes in building healthy communities that foster well-being of residents, have a full range of housing, employment, recreation and community services, have access to multi-modal transportation, and embraces the principles of sustainability.

Local Identity

It is the objective of the Region to accommodate growth to retain local identity, promote economic prosperity, and to maintain a sustainable natural environment (ROP 72). This theme also requires consideration of local urban structure to ensure the concepts reflect local individualities and objectives.

For specific Provincial and Regional land use policy references, see **Page 6**.

Evaluation of the Objectives and Measures

Evaluate the measures identified below based on suitability against Local planning needs and identify the appropriate weighting:

Measure	Local Planning Need	Weighting (5 = Highest, 1 = Lowest)
1.1 Support Regional and Local Urban Structure		
1.1.1 Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors	Yes	*****
1.1.2 Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access	Yes	*****
1.1.3 Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access	Yes	*****
1.1.4 Best reflects the intent of the local urban structure	Yes	*****
1.2 Protect Overall Employment Land Supply		
1.2.1 Protects existing employment and supports opportunities for new employment forms	Yes	*****
1.2.2 Best accommodate the target population and jobs for the gross developable area within MTSAs	Yes	*****
1.2.3 Best protects critical existing employment uses while accommodating demand for mixed use development	Yes	*****
1.3 Provide a Range of Identifiable, Inter-connected, Complete Communities		
1.3.1 Supports locating urban development contiguous with existing built up areas	Yes	*****
1.3.2 Supports maintenance of contiguous Natural Heritage and Agricultural lands	Yes	*****
1.4 Provide the Opportunity to Develop Healthy Communities		
1.4.1 Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use	Yes	*****
1.5 Provide a Range of Choice for Housing, Jobs, and Leisure		
1.5.1 Supports a greater degree of access and choice for housing, employment and leisure	Yes	*****

Policy Directions

The objectives and measures identified under this theme are based on Provincial policy directions and addresses financial impact and the efficient use of infrastructure:

Efficient Use of Existing or Planned Infrastructure

Provincial policies direct that communities be sustained by necessary existing or planned infrastructure to meet current and projected needs (PPS 1.1.1.1). To avoid the need for unjustified and/or uneconomical expansion of infrastructure, land use patterns within settlement areas are to be based on densities and a mix of land uses that efficiently use existing or planned infrastructure (PPS 1.1.3.2) and to manage forecasted growth, the Region must provide direction for an urban form that optimizes infrastructure, particularly along transit and transportation corridors (GP 2.2.1.3).

Promote Intensification

To further this, the Region is responsible for identifying appropriate locations and promoting opportunities for intensification and redevelopment. This must take into account the availability of suitable existing or planned infrastructure required to accommodate projected need (PPS 1.1.3.3, GP 2.2.2.3).

Financial Viability

In order to allow the expansion of the settlement area boundary the Region must demonstrate that existing or planned infrastructure are suitable for the long term and are financially viable over their life cycle (PPS 1.1.3.8, GP 2.2.8.3).

For specific Provincial and Regional land use policy references, see **Page 13**.

Evaluation of the Objectives and Measures

Evaluate the measures identified below based on suitability against Local planning needs and identify the appropriate weighting:

Measure	Local Planning Need	Weighting (5 = Highest, 1 = Lowest)
2.1 Optimize the Current Infrastructure Capacity		
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure	Yes * * * * *
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas	Yes * * * * *
2.2 Cost-effective Replacement and/or Expansion of Infrastructure		
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest	Yes * * * * *
2.3 Sustainable Long-range Financial Planning and Asset Management		
2.3.1	Lowest capital cost for water/wastewater and transportation infrastructure required, while achieving a balance between community development costs and benefits	Yes * * * * *
2.3.2	Lowest operating and maintenance costs	Yes * * * * *
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities	Yes * * * * *
2.4 Support Regional Planning		
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.	Yes * * * * *
2.5 Sound and Sustainable Infrastructure Planning		
2.5.1	Best supports a sustainable, long term infrastructure planning strategy	Yes * * * * *

Theme 3: Agriculture, Environment & Climate Change

Policy Directions

The objectives and measures identified under this theme are based on Provincial policy directions and addresses impact on the agricultural land base and system, natural heritage protection, and climate change adaptation and resiliency:

Protecting the Natural Heritage System and Prime Agricultural Areas

In order to allow the expansion of the settlement area boundary the Region must demonstrate that the Natural Heritage System, key features, and prime agricultural areas are avoided where possible and any adverse impacts on the agri-food network are avoided or mitigated (PPS 1.1.3.8, GP 2.2.8.3).

Improving Resiliency to Climate Change Impacts

To support the achievement of complete communities, municipalities are directed to mitigate and adapt to climate change impacts, improve resiliency and reduce greenhouse gas emissions (PPS 1.1.1, GP 2.2.1.4).

For specific Provincial and Regional land use policy references, see **Page 21**.

Evaluation of the Objectives and Measures

Evaluate the measures identified below based on suitability against Local planning needs and identify the appropriate weighting:

Measure	Local Planning Need	Weighting (5 = Highest, 1 = Lowest)
3.1 Protect the Integrity and Minimize Impact on the Agricultural Land Base and System		
3.1.1 Retains the largest amount of contiguous agricultural land possible	Yes	* * * * *
3.1.2 Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture	Yes	* * * * *
3.1.3 Maximizes the amount of agricultural lands to support the Agricultural System	Yes	* * * * *
3.1.4 Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)	Yes	* * * * *
3.1.5 Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System	Yes	* * * * *
3.2 Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development		
3.2.1 Retains the greatest overall area possible of natural heritage lands	Yes	* * * * *
3.3 Reduce Carbon Emissions and Address Air Quality		
3.3.1 Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service	Yes	* * * * *
3.3.2 Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access	Yes	* * * * *
3.4 Maintain Resiliency to Impacts of Extreme Weather Events		
3.4.1 Emphasizes NHS protection within settlement areas and the rural area	Yes	* * * * *
3.4.2 Supports a contiguous Natural Heritage System	Yes	* * * * *
3.5 Consider Impacts on Region's Mineral Resource Areas		
3.5.1 Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas	Yes	* * * * *
3.5.2 Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas	Yes	* * * * *

Theme 4: Growing the Economy & Moving People and Goods

Policy Directions

The objectives and measures identified under this theme are based on Provincial policy directions and addresses multi-modal transportation and transit-supportive densities, goods movement and employment areas:

Planning for Multi-modal Transportation

As identified in the Provincial Policy Statement and the Growth Plan areas with existing and planned frequent transit and Major Transit Station Areas are to be planned and designed to be transit-supportive with multi-modal access to stations and connections (GP 2.2.4.8, 2.2.4.10).

Planning for Employment

In terms of economic development, the Growth Plan directs municipalities to make more efficient use of employment areas and vacant and underutilized employment lands (GP 2.2.5.8).

Planning for Efficient Movement of Goods

For goods movement, facilities and corridors should be linked to employment areas to facilitate efficient goods movement (GP 3.2.4.1).

For specific Provincial and Regional land use policy references, see **Page 30**.

Evaluation of the Objectives and Measures

Evaluate the measures identified below based on suitability against Local planning needs and identify the appropriate weighting:

Measure	Local Planning Need	Weighting (5 = Highest, 1 = Lowest)
4.1 Promote Transit-supportive Densities		
4.1.1 Directs new mixed use and residential development to nodes and corridors	Yes	* * * * *
4.2 Promote Multi-modal Transportation Network that Supports all Modes of Transportation		
4.2.1 Locates new residential development closest to nodes and corridors	Yes	* * * * *
4.3 Facilitates Goods Movement		
4.3.1 Supports connectivity between Regional roads, rail and highways	Yes	* * * * *
4.3.2 Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors	Yes	* * * * *
4.4 Ensure the Availability of Sufficient Lands to Accommodate Forecasted Employment Growth		
4.4.1 Employment areas have direct access to rail and highways and are near existing or planned transit facilities	Yes	* * * * *

Policy References

The Evaluation Framework in the Regional Council Report No. LPS 41-19 (Re: “Regional Official Plan Review - Progress Update on the Integrated Growth Management Strategy and Preliminary Growth Scenarios”) is informed by required policy directions in the PPS, the Growth Plan, 2019, and the ROP. Specific Regional and Provincial policy references for each objective by themes are provided in this section.

Theme 1: Regional Urban System & Local Urban Structure

1.1 Support Regional and Local Urban Structure

1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.4	Best reflects the intent of the local urban structure
1.2	Protect Overall Employment Land Supply
1.2.1	Protects existing employment and supports opportunities for new employment forms
1.2.2	Best accommodate the target population and jobs for the gross developable area within MTSAs
1.2.3	Best protects critical existing employment uses while accommodating demand for mixed use development
1.3	Provide a Range of Identifiable, Inter-connected, Complete Communities
1.3.1	Supports locating urban development contiguous with existing built up areas
1.3.2	Supports maintenance of contiguous Natural Heritage and Agricultural lands
1.4	Provide the Opportunity for Development of Healthy Communities
1.4.1	Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use
1.5	Provide a Range of Choice for Housing, Jobs, and Leisure
1.5.1	Supports a greater degree of access and choice for housing, employment and leisure

Regional Official Plan

31. In its vision of planning for Halton’s future, Halton believes in building “healthy communities”. A healthy community is one:

(4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;

72. The objectives of the Urban Area are:

(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

77. It is the policy of the Region to:

(2.4) Require development occurring in Designated Greenfield Areas to:

d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and

(7) Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a municipal comprehensive review undertaken as part of the Region’s statutory five-year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:

a) sufficient opportunities to accommodate the distribution of population and employment in Table 1, based on intensification and density targets in Table 2, are not available within the Region;

b) the timing of the expansion and the phasing of development within the new Designated Greenfield Areas will not adversely affect the achievement of the intensification and density targets in Table 2, the Regional phasing in Table 2a, and other policies of this Plan;

f) the amount of land area and the most appropriate location for expansion to the Urban Area are consistent with the Provincial Policy Statement, the Growth Plan for the Greater Golden

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1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.4	Best reflects the intent of the local urban structure
1.2	Protect Overall Employment Land Supply
1.2.1	Protects existing employment and supports opportunities for new employment forms
1.2.2	Best accommodate the target population and jobs for the gross developable area within MTSAs
1.2.3	Best protects critical existing employment uses while accommodating demand for mixed use development
1.3	Provide a Range of Identifiable, Inter-connected, Complete Communities
1.3.1	Supports locating urban development contiguous with existing built up areas
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Horseshoe, and goals, objectives and policies of this Plan and are based on, among other things, the following:

- [i] a land supply analysis consistent with Section 77(7)a),
- [ii] alternative development scenarios and their implications with respect to efficient use of urban infrastructure, ease of access to existing and planned transportation facilities, community services, retail requirements, mineral aggregate resources, agriculture, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(7)b) to 77(7)e) inclusive,
- [iii] a fiscal impact analysis of the new growth on the Region and the Local Municipalities,
- [iv] criteria for evaluating such scenarios and the evaluation thereof,
- [vii] the identification of employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and infrastructure.

78. The objectives of the Intensification Areas are:

(11) For Major Transit Station Areas and Intensification Corridors:

- a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
- b) To achieve a mix of residential, office, institutional and commercial development, where appropriate.
- d) For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.

172. The objectives of the Region are:

- (4) To improve transportation network efficiency through both travel demand management and transportation supply management strategies.

Growth Plan, 2019

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

1.2 Protect Overall Employment Land Supply

1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.4	Best reflects the intent of the local urban structure
1.2	Protect Overall Employment Land Supply
1.2.1	Protects existing employment and supports opportunities for new employment forms
1.2.2	Best accommodate the target population and jobs for the gross developable area within MTSAs
1.2.3	Best protects critical existing employment uses while accommodating demand for mixed use development
1.3	Provide a Range of Identifiable, Inter-connected, Complete Communities
1.3.1	Supports locating urban development contiguous with existing built up areas
1.3.2	Supports maintenance of contiguous Natural Heritage and Agricultural lands
1.4	Provide the Opportunity for Development of Healthy Communities
1.4.1	Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use
1.5	Provide a Range of Choice for Housing, Jobs, and Leisure
1.5.1	Supports a greater degree of access and choice for housing, employment and leisure

Regional Official Plan

77.1 The objectives of the Employment Areas are:

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

77.4 It is the policy of the Region to:

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

Growth Plan, 2019

2.2.3.1 Urban growth centres will be planned:

c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses;

2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:

a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;

b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

Provincial Policy Statement, 2014

1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

1.3 Provide a Range of Identifiable, Inter-connected, Complete Communities

1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access
1.1.4	Best reflects the intent of the local urban structure
1.2	Protect Overall Employment Land Supply
1.2.1	Protects existing employment and supports opportunities for new employment forms
1.2.2	Best accommodate the target population and jobs for the gross developable area within MTSAs
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1.4.1	Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use
1.5	Provide a Range of Choice for Housing, Jobs, and Leisure
1.5.1	Supports a greater degree of access and choice for housing, employment and leisure

Regional Official Plan

72. The objectives of the Urban Area are:

(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

Growth Plan, 2019

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - iii. can support the achievement of complete communities;

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

1.4 Provide the Opportunity for Development of Healthy Communities

1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access
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Regional Official Plan

31. In its vision of planning for Halton's future, Halton believes in building "healthy communities". A healthy community is one:

- (1) that fosters among the residents a state of physical, mental, social and economic well-being;
- (2) where residents take part in, and have a sense of control over, decisions that affect them;
- (3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;
- (4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
- (5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and
- (6) where the principles of sustainability are embraced and practised by residents, businesses and governments.

150. The goals of the Region are:

- (1) To achieve a sustainable state of health for all on the basis of a clean environment, economic prosperity, social equity, public safety and provision of opportunities for individuals to develop their maximum potential.

Growth Plan, 2019

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

3.2.2.3 In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

1.5 Provide a Range of Choice for Housing, Jobs, and Leisure

1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
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Regional Official Plan

31. In its vision of planning for Halton’s future, Halton believes in building “healthy communities”. A healthy community is one:

4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;

72. The objectives of the Urban Area are:

(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

Growth Plan, 2019

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan;

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

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1.1	Support Regional and Local Urban Structure
1.1.1	Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors
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Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

a. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

Theme 2: Infrastructure & Financing

2.1 Optimize the Current Infrastructure Capacity

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest
2.3	Sustainable Long-range Financial Planning and Asset Management
2.3.1	Lowest capital cost for water/wastewater and transportation infrastructure required, while achieving a balance between community development costs and benefits
2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

Regional Official Plan

77. It is the policy of the Region to:

(7) Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a municipal comprehensive review undertaken as part of the Region's statutory five year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:

b.2) the proposed expansion is logical, contiguous to the existing urban area with readily identifiable boundaries, supportive of the efficient use of existing and planned infrastructure and human services, including access and connection to Provincial Highways and planned inter-regional public transportation systems, and consistent with goals, objectives and policies of this Plan;

f) the amount of land area and the most appropriate location for expansion to the Urban Area are consistent with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and goals, objectives and policies of this Plan and are based on, among other things, the following:

[ii] alternative development scenarios and their implications with respect to efficient use of urban infrastructure, ease of access to existing and planned transportation facilities, community services, retail requirements, mineral aggregate resources, agriculture, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(7)b) to 77(7)e) inclusive,

[vi] preparation or update of a multi-year master plan for the phasing in of urban services and transportation facilities, and

89. It is the policy of the Region to:

(10) Design and implement the urban services to meet only the capacity requirements of the Urban Area. Where it can be demonstrated that there are long term social, environmental or economic benefits, individual components of the urban services may be over-sized provided that it:

a) is deemed prudent by Council; and

b) is financially feasible

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2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest
2.3	Sustainable Long-range Financial Planning and Asset Management
2.3.1	Lowest capital cost for water/wastewater and transportation infrastructure required, while achieving a balance between community development costs and benefits
2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
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2.5.1	Best supports a sustainable, long term infrastructure planning strategy

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(23) Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of urban services, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the urban services at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.

Growth Plan, 2019

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

2.2.8.3 Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

a) there is sufficient capacity in existing or planned infrastructure and public service facilities;

c) the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs;

1.1.3.2 Land use patterns within settlement areas shall be based on:

a. densities and a mix of land uses which:

2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

[Continued on Next Page]

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest
2.3	Sustainable Long-range Financial Planning and Asset Management
2.3.1	Lowest capital cost for water/wastewater and transportation infrastructure required, while achieving a balance between community development costs and benefits
2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

[Continued from Previous Page]

1.1.5.5 Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.7.1 Long-term economic prosperity should be supported by:

b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;

2.2 Cost-effective Replacement and/or Expansion of Infrastructure

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
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2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

Regional Official Plan

89. It is the policy of the Region to:

(23) Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of urban services, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the urban services at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.

172. The objectives of the Region are:

(9.2) To integrate transportation planning, land use planning and investment in Infrastructure

Growth Plan, 2019

3.2.1.1 Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan.

3.2.2.1 Transportation system planning, land use planning, and transportation investment will be coordinated to implement this Plan.

3.2.5.1 In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:

a) encourage the co-location of linear infrastructure where appropriate;

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

2.3 Sustainable Long-range Financial Planning and Asset Management

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest
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2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

Regional Official Plan

77. It is the policy of the Region to:

(7) Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a municipal comprehensive review undertaken as part of the Region's statutory five year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:

c) infrastructure and human services required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner, and is based on a financing plan communicated to the public and subsequently approved by Council;

(15) Require the development industry to absorb its share of the cost of the provision of infrastructure and human services as permitted by applicable legislation and that any financial impact of new development or redevelopment on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of infrastructure and public service facilities under the Joint Infrastructure Staging Plan by Provincial and Federal Governments and other service providers are co-ordinated with those by the Region and Local Municipalities so that the health and wellbeing of the community is advanced in a fiscally responsible manner.

89. It is the policy of the Region to:

(8) Limit development in the Urban Area to the ability and financial capability of the Region to provide urban services in accordance with its approved financing plan under Section 77(15) of this Plan.

169. The objectives of the Region are:

(4) To provide necessary infrastructure, as permitted by the Region's financial capability, in support of the timely development of Employment Areas and Halton's economic base.

Growth Plan, 2019

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;

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2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
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2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

[Continued from Previous Page]

2.2.8.3 Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;

3.2.1.2 Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term;

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;

1.6.1 Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

2.4 Support Regional Planning

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.2.1	The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest
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2.3.2	Lowest operating and maintenance costs
2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

Regional Official Plan

72. The objectives of the Urban Area are:

(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

Growth Plan, 2019

2.2.8.2 A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:

a) the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.

Provincial Policy Statement, 2014

1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:

b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

2.5 Sound and Sustainable Infrastructure Planning

2.1	Optimize the Current Infrastructure Capacity
2.1.1	Maximize the use of existing capacity prior to the upgrade or expansion of infrastructure
2.1.2	Best use of existing or planned infrastructure and that can be most easily expanded to service new development areas
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
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2.3.3	Least negative (most positive) net financial impact on the Region and its Local Municipalities
2.4	Support Regional Planning
2.4.1	Best opportunity for phasing and scheduling with other planned infrastructure projects.
2.5	Sound and Sustainable Infrastructure Planning
2.5.1	Best supports a sustainable, long term infrastructure planning strategy

Regional Official Plan

89. It is the policy of the Region to:

(10) Design and implement the urban services to meet only the capacity requirements of the Urban Area. Where it can be demonstrated that there are long term social, environmental or economic benefits, individual components of the urban services may be over-sized provided that it:

- a) is deemed prudent by Council; and
- b) is financially feasible

170. It is the policy of the Region to:

(4.1) Consider strategic investment in infrastructure to enhance the timely development of employment lands.

Growth Plan, 2019

3.2.1.2 Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

- d) considering the impacts of a changing climate.

Provincial Policy Statement, 2014

1.6.1 Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

Planning for infrastructure electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

Theme 3: Agriculture, Environment & Climate Change

3.1 Protect the Integrity and Minimize Impact on the Agricultural Land Base and System

3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
3.2	Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development
3.2.1	Retains the greatest overall area possible of natural heritage lands
3.3	Reduce Carbon Emissions and Address Air Quality
3.3.1	Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service
3.3.2	Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access
3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

Regional Official Plan

77. It is the policy of the Region to:

(7) Introduce, only by amendment(s) to this Plan, Urban Area expansions based on a municipal comprehensive review undertaken as part of the Region's statutory five- year review of the Official Plan under the Planning Act, provided that it can be demonstrated that:

d) in Prime Agricultural Areas, as shown on Map 1E:

[i] the lands do not comprise specialty crop areas;

[ii] there are no reasonable alternatives that avoid Prime Agricultural Areas; and

[iii] there are no reasonable alternatives on lower priority agricultural lands within the Prime Agricultural Areas;

e) impacts from the expansion on agricultural operations adjacent or close to the Urban Area are mitigated to the extent feasible;

g) compliance with the Minimum Distance Separation formulae has been addressed

99. The objectives of the Agricultural System are:

(1) To recognize agriculture as the primary activity and land use in the Agricultural System.

(2) To preserve Prime Agricultural Areas, as shown on Map 1E, and prime agricultural lands.

(3) To maintain as much as possible lands for existing and future farm use.

(4) To protect farms from incompatible activities and land uses which would limit agricultural productivity or efficiency.

(4.1) To promote normal farm practices and to protect the right to farm.

(5) To reduce the fragmentation of lands suitable for agriculture and provide for their consolidation.

(6) To promote the rental for farming of lands not so used.

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3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
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3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

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(7) To promote a diverse, innovative and economically strong agricultural industry in Halton by tailoring its products and marketing to meet local and regional needs and demands.

(8) To promote agriculture-related tourism and direct sales of farm produce and accessory products to visitors and local communities and businesses.

(9) To preserve the farm community as an important part of Halton's rural fabric.

101. It is the policy of the Region to:

(2) Recognize, encourage and protect agriculture as an important industry in Halton and as the primary long-term activity and land use throughout the Agricultural System, and to this end:

a) Support and develop plans and programs that promote and sustain agriculture.

g) Preserve the agricultural land base by protecting Prime Agricultural Areas as identified on Map 1E.

Growth Plan, 2019

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

d) expand convenient access to:

iv. healthy, local, and affordable food options, including through urban agriculture;

2.2.8.3 Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

f) prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:

i. expansion into specialty crop areas is prohibited;

ii. reasonable alternatives that avoid prime agricultural areas are evaluated; and

iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;

h) any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;

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3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
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3.2.1	Retains the greatest overall area possible of natural heritage lands
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3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

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4.2.6.4 The geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network will be maintained and enhanced.

4.2.6.6 Integrated planning for growth management, including goods movement and transportation planning, will consider opportunities to support and enhance the Agricultural System.

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

g) promoting local food, food security, and soil health, and protecting the agricultural land base;

Provincial Policy Statement, 2014

1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

1.7.1 Long-term economic prosperity should be supported by:

h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;

3.2 Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development

3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
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3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

Regional Official Plan

114.1 The objectives of the Natural Heritage System are:

- (1) To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources.
- (2) To maintain and enhance the landscape quality and open space character of Escarpment features.
- (3) To provide a buffer to prominent Escarpment features.
 - (3.1) To support agriculture as a complementary and compatible use outside the Key Features.
 - (3.2) To recognize and support agriculture as a primary activity within Prime Agricultural Areas, in accordance with Sections 139.9, 139.9.1 and 139.9.2.
- (4) To direct developments to locations outside hazard lands.
- (5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.
- (6) To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue.
- (7) To protect or enhance fish habitats.
- (8) To preserve and enhance the quality and quantity of ground and surface water.
- (9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the Key Features and their ecological functions.
- (10) To protect significant scenic and heritage resources.
- (11) To protect and enhance the Halton waterfront as a major resource that is part of the Provincially significant Lake Ontario and Burlington Bay shoreline.
- (12) To preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment.

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3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
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3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

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(13) To preserve examples of the landscape that display significant earth science features and their associated processes.

(14) To preserve examples of original, characteristic landscapes that contain representative examples of bedrock, surface landforms, soils, flora and fauna, and their associated processes.

(15) To preserve and enhance air quality.

(17) To preserve the aesthetic character of natural features.

Growth Plan, 2019

2.2.8.3 Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

e) key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;

Provincial Policy Statement, 2014

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

3.3 Reduce Carbon Emissions and Address Air Quality

3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
3.2	Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development
3.2.1	Retains the greatest overall area possible of natural heritage lands
3.3	Reduce Carbon Emissions and Address Air Quality
3.3.1	Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service
3.3.2	Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access
3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

Regional Official Plan

142. The objectives of the Region are:

- (1) To reduce, in concert with the Federal Government, the Province, other municipalities, public interest groups and the private sector, the emissions of greenhouse gases.
- (2) To improve air quality and to address the impact of climate change.
- (3) To reduce incrementally the overall greenhouse gas emissions and other air pollutants generated by the Region's own corporate activities and functions.
- (4) To contribute to the overall improvement of air quality in Halton's airshed through facility management, land use planning, transportation management, roadway design, operation and maintenance, and other complementary programs.
- (5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.
- (6) To promote trips made by active transportation and public transit.
- (7) To promote tree planting in both rural and urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering.
- (8) To address the impact of air pollution, noise, vibration and light on land uses.

Growth Plan, 2019

3.2.2.2 The transportation system within the GGH will be planned and managed to:

- c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

- b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;

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3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
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3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

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Provincial Policy Statement

1.1.1 Healthy, liveable and safe communities are sustained by:

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a. densities and a mix of land uses which:

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

a. promote compact form and a structure of nodes and corridors;

e. improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

3.4 Maintain Resiliency to Impacts of Extreme Weather Events

3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
3.2	Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development
3.2.1	Retains the greatest overall area possible of natural heritage lands
3.3	Reduce Carbon Emissions and Address Air Quality
3.3.1	Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service
3.3.2	Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access
3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region's Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

Regional Official Plan

141. It is the policy of the Region to:

(6) Engage the Halton community in the pursuit of measures, including the undertaking of pilot projects, to address climate change, improve air quality, promote energy and water conservation, pursue the use of renewable energy sources, and generally improve environmental quality in Halton.

142. The objectives of the Region are:

(2) To improve air quality and to address the impact of climate change.

Growth Plan, 2019

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

f. protecting the Natural Heritage System for the Growth Plan and water resource systems;

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a. densities and a mix of land uses which:

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

3.1.3 Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.

3.5 Consider Impacts on Region’s Mineral Resource Areas

3.1	Protect the Integrity and Minimize Impact on the Agricultural Land Base and System
3.1.1	Retains the largest amount of contiguous agricultural land possible
3.1.2	Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture
3.1.3	Maximizes the amount of agricultural lands to support the Agricultural System
3.1.4	Limits proximity of land uses sensitive to agricultural operations (e.g. noise, odour)
3.1.5	Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System
3.2	Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development
3.2.1	Retains the greatest overall area possible of natural heritage lands
3.3	Reduce Carbon Emissions and Address Air Quality
3.3.1	Best creates opportunities for residential uses, employment uses, and community services to be located in close proximity to one another and supported by existing or planned transit service
3.3.2	Generates the fewest lane kilometres provides transit-supportive densities and generates opportunities for multi-modal access
3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.4.1	Emphasizes NHS protection within settlement areas and the rural area
3.4.2	Supports a contiguous Natural Heritage System
3.5	Consider Impacts on Region’s Mineral Resource Areas
3.5.1	Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
3.5.2	Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas

Regional Official Plan

107. The objectives of the Mineral Resource Extraction Areas are:

- (2) To protect legally existing mineral aggregate operations from incompatible land uses.

Provincial Policy Statement, 2014

2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

Theme 4: Growing the Economy & Moving People and Goods

4.1 Promote Transit-supportive Densities

4.1	Promote Transit-supportive Densities
4.1.1	Directs new mixed use and residential development to nodes and corridors
4.2	Promote Multi-modal Transportation Network that Supports all Modes of Transportation
4.2.1	Locates new residential development closest to nodes and corridors
4.3	Facilitates Goods Movement
4.3.1	Supports connectivity between Regional roads, rail and highways
4.3.2	Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors
4.4	Ensure the Availability of Sufficient Lands to Accomodate Forecasted Employment Growth
4.4.1	Employment areas have direct access to rail and highways and are near existing or planned transit facilities

Regional Official Plan

72. The objectives of the Urban Area are:

(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

142. The objectives of the Region are:

(2) To improve air quality and to address the impact of climate change.

(6) To promote trips made by active transportation and public transit.

172. The objectives of the Region are:

(9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.

(9.1) To ensure development is designed to support active transportation and public transit

Growth Plan, 2019

2.2.4.8 All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

a) connections to local and regional transit services to support transit service integration;

b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

c) commuter pick-up/drop-off areas.

2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

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4.1	Promote Transit-supportive Densities
4.1.1	Directs new mixed use and residential development to nodes and corridors
4.2	Promote Multi-modal Transportation Network that Supports all Modes of Transportation
4.2.1	Locates new residential development closest to nodes and corridors
4.3	Facilitates Goods Movement
4.3.1	Supports connectivity between Regional roads, rail and highways
4.3.2	Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors
4.4	Ensure the Availability of Sufficient Lands to Accomodate Forecasted Employment Growth
4.4.1	Employment areas have direct access to rail and highways and are near existing or planned transit facilities

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3.2.3.2 All decisions on transit planning and investment will be made according to the following criteria:

- a) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;

Provincial Policy Statement, 2014

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:

- 5. are transit-supportive, where transit is planned, exists or may be developed;

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

4.2 Promote Multi-modal Transportation Network that Supports all Modes of Transportation

4.1 Promote Transit-supportive Densities

4.1.1 Directs new mixed use and residential development to nodes and corridors

4.2 Promote Multi-modal Transportation Network that Supports all Modes of Transportation

4.2.1 Locates new residential development closest to nodes and corridors

4.3 Facilitates Goods Movement

4.3.1 Supports connectivity between Regional roads, rail and highways

4.3.2 Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors

4.4 Ensure the Availability of Sufficient Lands to Accomodate Forecasted Employment Growth

4.4.1 Employment areas have direct access to rail and highways and are near existing or planned transit facilities

Regional Official Plan

72. The objectives of the Urban Area are:

(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

78. The objectives of the Intensification Areas are:

(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable

142. The objectives of the Region are:

(2) To improve air quality and to address the impact of climate change.

(6) To promote trips made by active transportation and public transit.

172. The objectives of the Region are:

(9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.

(9.1) To ensure development is designed to support active transportation and public transit

Growth Plan, 2019

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

b) supports active transportation; and

c) encourages the integration and sustained viability of transit services.

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4.1	Promote Transit-supportive Densities
4.1.1	Directs new mixed use and residential development to nodes and corridors
4.2	Promote Multi-modal Transportation Network that Supports all Modes of Transportation
4.2.1	Locates new residential development closest to nodes and corridors
4.3	Facilitates Goods Movement
4.3.1	Supports connectivity between Regional roads, rail and highways
4.3.2	Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors
4.4	Ensure the Availability of Sufficient Lands to Accomodate Forecasted Employment Growth
4.4.1	Employment areas have direct access to rail and highways and are near existing or planned transit facilities

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Provincial Policy Statement, 2014

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:
 - 4. support active transportation;
 - 5. are transit-supportive, where transit is planned, exists or may be developed;

1.7.1 Long-term economic prosperity should be supported by:

- f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

4.3 Facilitates Goods Movement

4.1	Promote Transit-supportive Densities
4.1.1	Directs new mixed use and residential development to nodes and corridors
4.2	Promote Multi-modal Transportation Network that Supports all Modes of Transportation
4.2.1	Locates new residential development closest to nodes and corridors
4.3	Facilitates Goods Movement
4.3.1	Supports connectivity between Regional roads, rail and highways
4.3.2	Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors
4.4	Ensure the Availability of Sufficient Lands to Accomodate Forecasted Employment Growth
4.4.1	Employment areas have direct access to rail and highways and are near existing or planned transit facilities

Regional Official Plan

172. The objectives of the Region are:

(3) To provide a safe, economic and efficient highway network for both people and goods movements with an acceptable level of service.

(14.1) To promote, in conjunction with the Province and other municipal jurisdictions, a safe and efficient network for goods movement in Halton and the surrounding region.

173. It is the policy of the Region to:

(30.1) In conjunction with the Province, Metrolinx and other municipalities in the Greater Toronto and Hamilton Area, plan and implement an efficient, safe and integrated transportation network for goods movement by rail, road, water and air.

Growth Plan, 2019

3.2.4.1 Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.

Provincial Policy Statement, 2014

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.8.2 Major goods movement facilities and corridors shall be protected for the long term.

4.4 Ensure the Availability of Sufficient Lands to Accommodate Forecasted Employment Growth

4.1 Promote Transit-supportive Densities

4.1.1 Directs new mixed use and residential development to nodes and corridors

4.2 Promote Multi-modal Transportation Network that Supports all Modes of Transportation

4.2.1 Locates new residential development closest to nodes and corridors

4.3 Facilitates Goods Movement

4.3.1 Supports connectivity between Regional roads, rail and highways

4.3.2 Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors

4.4 Ensure the Availability of Sufficient Lands to Accommodate Forecasted Employment Growth

4.4.1 Employment areas have direct access to rail and highways and are near existing or planned transit facilities

Regional Official Plan

77.1 The objectives of the Employment Areas are:

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

77.4 It is the policy of the Region to:

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

(5) Require Local Municipalities to promote intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form and minimizing surface parking.

139.7 It is the policy of the Region to:

(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.

Growth Plan, 2019

2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:

a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;

b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

Provincial Policy Statement, 2014

1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

1.3.2.3 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.