

## Appendix D

### Policy Extracts

#### Provincial Policy Statement

##### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- 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; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure* and *public service facilities* beyond a 20-year time horizon.

##### 1.1.3 Settlement Areas

1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

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

a) densities and a mix of land uses which:

1. efficiently use land and resources;
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;
3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. support *active transportation*;
5. are *transit-supportive*, where transit is planned, exists or may be developed; and
6. are *freight-supportive*; and

b) a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

*Intensification* and *redevelopment* shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

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*.

## **1.2 Coordination**

1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development;
- b) economic development strategies;
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
- d) *infrastructure*, electricity generation facilities and transmission and distribution systems, *multimodal transportation systems*, *public service facilities* and *waste management systems*;
- e) ecosystem, shoreline, watershed, and Great Lakes related issues;
- f) natural and human-made hazards;
- g) population, housing and employment projections, based on *regional market areas*; and
- h) addressing housing needs in accordance with provincial policy statements such as the Ontario Housing Policy Statement.

1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a) identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect *provincial plans* where these exist;
- b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
- c) identify targets for *intensification* and *redevelopment* within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8;
- d) where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8; and
- e) identify and provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

### 1.2.6 Land Use Compatibility

1.2.6.1 Major facilities<sup>1</sup> and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour,

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<sup>1</sup> **Major facilities:** means facilities which may require separation from *sensitive land uses*, including but not limited to airports, transportation infrastructure and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities (PPS, 2014)

noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

### **1.3 Employment**

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs.

#### **1.3.2 Employment Areas**

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.

1.3.2.2 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

### **1.4 Housing**

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) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households*. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements; and
  - 2. all forms of *residential intensification*, including second units, and *redevelopment* in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) 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; and
- e) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

## **1.5 Public Spaces, Recreation, Parks, Trails and Open Space**

### **1.5.1 Healthy, active communities should be promoted by:**

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

## **1.6 Infrastructure and Public Service Facilities**

1.6.1 Infrastructure<sup>2</sup>, 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.

### **1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.**

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<sup>2</sup> **Infrastructure:** means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2014)

### **1.6.6 Sewage, Water and Stormwater**

#### **1.6.6.1 Planning for *sewage and water services* shall:**

a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:

1. *municipal sewage services* and *municipal water services*; and

2. *private communal sewage services* and *private communal water services*, where *municipal sewage services* and *municipal water services* are not available;

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;

2. is feasible, financially viable and complies with all regulatory requirements; and

3. protects human health and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

1.6.6.2 *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas*. *Intensification* and *redevelopment* within *settlement areas* on existing *municipal sewage services* and *municipal water services* should be promoted, wherever feasible.

#### **1.6.6.7 Planning for stormwater management shall:**

a) minimize, or, where possible, prevent increases in contaminant loads;

b) minimize changes in water balance and erosion;

c) not increase risks to human health and safety and property damage;

d) maximize the extent and function of vegetative and pervious surfaces; and

e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

### **1.6.7 Transportation Systems**

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.

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

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

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*.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

## **1.6.8 Transportation and Infrastructure Corridors**

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

## **1.7 Long-Term Economic Prosperity**

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) optimizing the long-term availability and use of land, resources, *infrastructure*, electricity generation facilities and transmission and distribution systems, and *public service facilities*;
- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;
- e) promoting the redevelopment of *brownfield sites*;
- 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;
- g) providing opportunities for sustainable tourism development;
- 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;
- i) promoting energy conservation and providing opportunities for development of *renewable energy systems* and *alternative energy systems*, including district energy;
- j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
- k) encouraging efficient and coordinated communications and telecommunications infrastructure.

## 1.8 Energy Conservation, Air Quality and Climate Change

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;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
  - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
  - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- g) maximize vegetation within settlement areas, where feasible.

## 2.1 Natural Heritage

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*.

2.1.3 *Natural heritage systems* shall be identified in Ecoregions 6E & 7E1, recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.

2.1.4 *Development* and *site alteration* shall not be permitted in:

- a) *significant wetlands* in Ecoregions 5E, 6E and 7E1; and
- b) *significant coastal wetlands*.

2.1.5 *Development* and *site alteration* shall not be permitted in:

- a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
- b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>1</sup>;
- c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>1</sup>;
- d) *significant wildlife habitat*;



e) *significant areas of natural and scientific interest*; and

f) *coastal wetlands* in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b)

unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.

2.1.6 *Development and site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.

2.1.7 *Development and site alteration* shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *provincial and federal requirements*.

2.1.8 *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*.

## **2.2 Water**

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:

a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;

b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;

c) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;

d) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;

e) implementing necessary restrictions on development and site alteration to:

1. protect all municipal drinking water supplies and designated vulnerable areas; and

2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;

f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;

g) ensuring consideration of environmental lake capacity, where applicable; and

h) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

## **2.6 Cultural Heritage and Archaeology**

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

2.6.3 Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property* except where the proposed *development and site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

## **3.1 Natural Hazards**

3.1.1 Development shall generally be directed to areas outside of:

- a) *hazardous lands* adjacent to the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards, erosion hazards* and/or *dynamic beach hazards*;
- b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
- c) *hazardous sites*.

3.1.2 *Development and site alteration* shall not be permitted within:

- a) the *dynamic beach hazard*;
- b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
- c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards, erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that

the site has safe access appropriate for the nature of the *development* and the natural hazard; and

d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

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

3.1.5 *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

- a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
- b) an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations; or
- c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

## **Growth Plan for the Greater Golden Horseshoe**

### **2.2 Policies for Where and How to Grow**

#### **2.2.1 Managing Growth**

1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the *GGH* to the horizon of this Plan in accordance with the policies in subsection 5.2.4.

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:
  - i. have a *delineated built boundary*;
  - ii. have existing or planned *municipal water and wastewater systems*; and
  - iii. can support the achievement of *complete communities*;
- b) growth will be limited in *settlement areas* that:
  - i. are *undelineated built-up areas*;
  - ii. are not serviced by existing or planned *municipal water and wastewater systems*;or
  - iii. are in the *Greenbelt Area*;
- c) within *settlement areas*, growth will be focused in:
  - i. *delineated built-up areas*;
  - ii. *strategic growth areas*;
  - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
  - iv. areas with existing or planned *public service facilities*;
- d) development will be directed to *settlement areas*, except where the policies of this Plan permit otherwise;

- e) development will be generally directed away from *hazardous lands*; and
- f) the establishment of new *settlement areas* is prohibited.

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

- a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
- 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;
- 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*;
- d) support the environmental and agricultural protection and conservation objectives of this Plan; and
- e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.

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*;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- 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;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
  - ii. *public service facilities*, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality *compact built form*, an attractive and vibrant *public realm*, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and

g) integrate *green infrastructure* and *low impact development*.

### **2.2.5 Employment**

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;
- c) planning to better connect areas with high employment densities to transit; and
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

2. Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

5. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop an employment strategy that:

- a) establishes a minimum density target for all employment areas, measured in jobs per hectare, that reflects the current and anticipated type and scale of employment that characterizes the employment areas and aligns with policy 2.2.5.1;
- b) identifies opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and
- c) will be implemented through a municipal comprehensive review, including official plan policies and designations and zoning by-laws.

6. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas, including any prime employment areas, in official plans and protect them for appropriate employment uses over the long-term.

7. Municipalities will plan for all employment areas within settlement areas, with the exception of any prime employment areas, by:

- a) prohibiting residential uses and limiting other sensitive land uses that are not ancillary to the primary employment use;
- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibit any major retail uses that would exceed that threshold; and

- c) integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs, where appropriate.

9. The conversion of lands within employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d) the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

10. For greater certainty, the redesignation of an employment area to a designation that permits non-employment uses is considered a conversion and may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9.

11. Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9.

12. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

14. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, are encouraged to undertake a co-ordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are *major trip generators*, on matters such as *transportation demand management* and economic development. If necessary, the Minister may identify certain areas that meet these criteria and provide direction for a co-ordinated approach to planning.

### **2.2.6 Housing**

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:

- a) supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

- i. identifying a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents; and
    - ii. establishing targets for *affordable* ownership housing and rental housing;
  - b) identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
  - c) aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and
  - d) will be implemented through official plan policies and designations and zoning by-laws.
2. Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with 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.

### **2.2.7 Designated Greenfield Areas**

1. New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that:
- a) supports the achievement of *complete communities*;
  - b) supports *active transportation*; and
  - c) encourages the integration and sustained viability of transit services.
2. The *designated greenfield area* of each upper- or single-tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.
4. For upper- and single-tier municipalities in the *inner ring*, policy 2.2.7.2 does not apply to *designated greenfield areas* identified in official plans that are approved and in effect as of July 1, 2017. Where policy 2.2.7.2 does not apply:
- a) the minimum density target contained in the applicable upper- or single-tier official plan that is approved and in effect as of that date will continue to apply to these lands until the next *municipal comprehensive review* is approved and in effect. Until that time:
    - i. the density target will continue to be measured across all lands that were subject to the original target that is approved and in effect; and

- ii. the municipality will document actions taken to increase the planned density of these lands, where appropriate;
- b) through the next *municipal comprehensive review*, these lands will be planned to achieve within the horizon of this Plan, a minimum density target that will:
  - i. be measured in accordance with policy 2.2.7.3;
  - ii. constitute an increase in the planned density of the lands over which it is measured; and
  - iii. not be less than 60 residents and jobs combined per hectare;
- c) council may request an alternative to the target established in policy 2.2.7.4 b) iii) through the next *municipal comprehensive review*, where it is demonstrated that the alternative target will:
  - i. not be less than the minimum density target in the official plan that is approved and in effect;
  - ii. reflect documented actions taken to increase planned densities in accordance with policy 2.2.7.4 a) ii);
  - iii. achieve a more *compact built form* that supports existing or planned transit and *active transportation* to the horizon of this Plan;
  - iv. account for existing and planned *infrastructure*, *public service facilities*, and capital planning;
  - v. account for lands built and planning matters that are approved and in effect;
  - vi. support the diversification of the total range and mix of housing options in designated greenfield areas to the horizon of this Plan, while considering the community character; and
  - vii. support the achievement of complete communities; and
- d) the Minister may permit an alternative to the target established in policy 2.2.7.4 b). If council does not make a request or if the Minister does not permit an alternative target, the target established in policy 2.2.7.4 b) applies to these lands.

## 3.2 Policies for Infrastructure to Support Growth

### 3.2.1 Integrated Planning

1. *Infrastructure* planning, land use planning, and *infrastructure* investment will be co-ordinated to implement this Plan.
2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by *infrastructure* master plans, asset management plans, community energy plans, *watershed planning*, environmental assessments, and other relevant studies where appropriate, and should involve:



- a) leveraging *infrastructure* investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
- b) providing sufficient *infrastructure* capacity in *strategic growth areas*;
- c) identifying the full life cycle costs of *infrastructure* and developing options to pay for these costs over the long-term; and
- d) considering the impacts of a changing climate.

3. *Infrastructure* investment and other implementation tools and mechanisms will be used to facilitate *intensification* and higher density development in *strategic growth areas*. Priority will be given to *infrastructure* investments made by the Province that support the policies and schedules of this Plan.

4. Municipalities will assess *infrastructure* risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.

5. The Province will work with public sector partners, including Metrolinx, to identify strategic *infrastructure* needs to support the implementation of this Plan through multi-year *infrastructure* planning for the *transportation system* and *public service facilities*.

### **3.2.2 Transportation - General**

1. *Transportation system* planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.

2. The *transportation system* within the *GGH* will be planned and managed to:

- a) provide connectivity among transportation modes for moving people and for moving goods;
- b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and *active transportation*;
- 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;
- d) offer *multimodal* access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
- e) accommodate agricultural vehicles and equipment, as appropriate; and
- f) provide for the safety of system users.

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.

4. Municipalities will develop and implement *transportation demand management* policies in official plans or other planning documents or programs to:

- a) reduce trip distance and time;
- b) increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets;
- c) prioritize *active transportation*, transit, and goods movement over single-occupant automobiles;
- d) expand *infrastructure* to support *active transportation*; and
- e) consider the needs of *major trip generators*.

### **3.2.6 Water and Wastewater Systems**

1. Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining *municipal water and wastewater systems*.

### **3.2.7 Stormwater Management**

1. Municipalities will develop *stormwater master plans* or equivalent for serviced *settlement areas* that:
  - a) are informed by *watershed planning*;
  - b) protect the *quality and quantity of water* by assessing existing stormwater facilities and systems;
  - c) characterize existing environmental conditions;
  - d) examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;
  - e) incorporate appropriate *low impact development* and *green infrastructure*;
  - f) identify the need for stormwater retrofits, where appropriate;
  - g) identify the full life cycle costs of the stormwater *infrastructure*, including maintenance costs, and develop options to pay for these costs over the long-term; and
  - h) include an implementation and maintenance plan.
2. Proposals for large-scale *development* proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a *stormwater management plan* or equivalent, that:
  - a) is informed by a *subwatershed plan* or equivalent;
  - b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate *low impact development* and *green infrastructure*;
  - c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and

d) aligns with the *stormwater master plan* for the *settlement area*, where applicable.

## **4.2 Policies for Protecting What is Valuable**

### **4.2.1 Water Resource Systems**

1. Municipalities, partnering with conservation authorities as appropriate, will ensure that *watershed planning* is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the *quality and quantity of water* within a *watershed*.
2. *Water resource systems* will be identified, informed by *watershed planning* and other available information, and the appropriate designations and policies will be applied in official plans to provide for the long-term protection of *key hydrologic features*, *key hydrologic areas*, and their functions.
3. Decisions on allocation of growth and planning for water, wastewater, and stormwater *infrastructure* will be informed by applicable *watershed planning*. Planning for *designated greenfield areas* will be informed by a *subwatershed plan* or equivalent.

### **4.2.2 Natural Heritage System**

1. The Province will map a *Natural Heritage System* for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The *Natural Heritage System* mapping will exclude lands within *settlement area* boundaries that were approved and in effect as of July 1, 2017.
2. Municipalities will incorporate the *Natural Heritage System* as an overlay in official plans, and will apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or *hydrologic functions* of the features and areas as set out in the policies in this subsection and the policies in subsections 4.2.3 and 4.2.4.
3. Within the *Natural Heritage System*:
  - a) new *development* or *site alteration* will demonstrate that:
    - i. there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;
    - ii. connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
    - iii. the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;
    - iv. except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the *total developable area*, and the impervious surface will not exceed 10 per cent of the *total developable area*;

v. with respect to golf courses, the disturbed area will not exceed 40 per cent of the *total developable area*; and

vi. at least 30 per cent of the *total developable area* will remain or be returned to *natural self-sustaining vegetation*, except where specified in accordance with the policies in subsection 4.2.8; and

6. Beyond the *Natural Heritage System*, including within *settlement areas*, the municipality:

a) will continue to protect any other natural heritage features in a manner that is consistent with the PPS; and

b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.

#### 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features

1. Outside *settlement areas*, a proposal for new *development* or *site alteration* within 120 metres of a *key natural heritage feature* within the *Natural Heritage System* or a *key hydrologic feature* will require a natural heritage evaluation or hydrologic evaluation that identifies a *vegetation protection zone*, which:

a) is of sufficient width to protect the *key natural heritage feature* or *key hydrologic feature* and its functions from the impacts of the proposed change;

b) is established to achieve and be maintained as *natural self-sustaining vegetation*; and

c) for *key hydrologic features*, *fish habitat*, and *significant woodlands*, is no less than 30 metres measured from the outside boundary of the *key natural heritage feature* or *key hydrologic feature*.

2. Evaluations undertaken in accordance with policy 4.2.4.1 will identify any additional restrictions to be applied before, during, and after *development* to protect the *hydrologic functions* and *ecological functions* of the feature.

3. *Development* or *site alteration* is not permitted in the *vegetation protection zone*, with the exception of that described in policy 4.2.3.1 or shoreline *development* as permitted in accordance with policy 4.2.4.5.

4. Notwithstanding policies 4.2.4.1, 4.2.4.2 and 4.2.4.3:

a) a natural heritage or hydrologic evaluation will not be required for a proposal for *development* or *site alteration* on a site where the only *key natural heritage feature* is the *habitat of endangered species and threatened species*;

b) new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* will not be required to undertake a natural heritage or hydrologic evaluation if a minimum 30 metre *vegetation protection zone* is provided from a *key natural heritage feature* or *key hydrologic feature*; and

c) uses permitted in accordance with policy 4.2.4.4 b):

- i. are exempt from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is, and will continue to be, used for agricultural purposes; and
- ii. will pursue best management practices to protect and restore *key natural heritage features, key hydrologic features*, and their functions.

5. Outside of *settlement areas*, in developed shoreline areas of inland lakes that are designated or zoned for concentrations of *development* as of July 1, 2017, *infill development, redevelopment* and resort *development* is permitted, subject to municipal and agency planning and regulatory requirements, if the *development* will:

- a) be integrated with existing or proposed parks and trails, and will not constrain ongoing or planned stewardship and remediation efforts;
- b) restore, to the maximum extent possible, the ecological features and functions in developed shoreline areas; and
- c) in the case of *redevelopment* and resort *development*:
  - i. establish, or increase the extent and width of, a *vegetation protection zone* along the shoreline to a minimum of 30 metres;
  - ii. increase the extent of *fish habitat* in the littoral zone;
  - iii. be planned, designed, and constructed to protect *hydrologic functions*, minimize erosion, and avoid or mitigate sedimentation and the introduction of nutrient or other pollutants into the lake;
  - iv. exclude shoreline structures that will impede the natural flow of water or exacerbate algae concerns along the shoreline;
  - v. enhance the ability of native plants and animals to use the shoreline as both *wildlife habitat* and a movement corridor;
  - vi. use lot-level stormwater controls to reduce stormwater runoff volumes and pollutant loadings;
  - vii. use natural shoreline treatments, where practical, for shoreline stabilization, erosion control, or protection;
  - viii. meet other criteria and direction set out in applicable *watershed planning* and *subwatershed plans*;
  - ix. be serviced by *sewage works* which reduce nutrient inputs to groundwater and the lake from baseline levels; and
  - x. demonstrate available capacity in the receiving water body based on inputs from existing and approved development.

#### **4.2.5 Public Open Space**

1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the *GGH* that:

- a) clearly demarcates where public access is and is not permitted;
- b) is based on a co-ordinated approach to trail planning and development; and
- c) is based on good land stewardship practices for public and private lands.

2. Municipalities are encouraged to establish an open space system within *settlement areas*, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.

## **Halton Region Official Plan**

The subject lands are designated “Urban Area” and included in the “Employment Area” overlay in the Halton Region Plan. Lands within the “Urban Area” are intended for residential and employment growth. Policy 76 notes that the range of permitted uses is to be in accordance with Local Official Plans and Zoning By-laws. All development, however, is subject to the policies of the Regional Plan. Employment Areas are subject to the objectives and policies for the Urban Area. In addition, the objectives of the Employment Areas are:

*77.1(1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton’s and its Local Municipalities’ economic competitiveness.*

*77.1(2) To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.*

*77.1(3) To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.*

Section 77.4(1) of the Halton Region Plan prohibits residential and other non-employment uses in the Employment Areas except to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009 (such as the North Oakville West Secondary Plan). Further, Section 77.4 of the Halton Region Plan provides that it is the policy of the Region to:

*77.4(2) Plan for, protect and preserve the Employment Areas for current and future use.*

*77.4(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.*

Section 143 of the Halton Region Plan provided that it is the policy of the Region to:

*(10) Develop, in consultation with the Local Municipalities, the Province, Federal government and the railway agencies, Land Use Compatibility Guidelines to minimize the adverse effects of noise, vibration, odour and air pollution from industrial, transportation and utility sources on sensitive land uses, including the application of separation distance between these non-compatible uses.*

*(12) Require the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on guidelines under Section 143(2.1) is required for such development proposals within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.*

## **North Oakville West Secondary Plan**

### **8.2.3 GENERAL DEVELOPMENT OBJECTIVES**

The following general development objectives will guide the future urban development of the Planning Area.

#### **8.2.3.1 Environment and Open Space**

- a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.
- b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.
- c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.
- d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.
- e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

#### **8.2.3.2 Employment**

- a) To create employment districts which provide for a range of employment opportunities with access to major freeways, arterial road and transit systems.
- b) To reflect the strategic land use objectives as set out within the Halton Urban Structure Plan (April, 1994) especially regarding high quality, prestigious employment type uses along the Provincial Freeways.
- c) To create employment districts which complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best

community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system.

- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas.
- e) To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned.

#### **8.2.3.3 Urban Design**

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system within community design.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.
- h) To integrate community and institutional uses at landmark locations.
- i) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

#### **8.2.3.3 Transportation**

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic, including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that employees do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- d) To promote transit opportunities through community design, including a "transit first" policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.
- e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.
- f) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

#### **8.2.3.5 Servicing**

- a) To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.



- b) To ensure that the development industry absorbs

The subject lands are designated 'Employment District' on Figure NOW2. Section 8.6.5.1 of the plan provides that a HOMUN is included within the Employment District on the north side of Dundas Street West at Third Line. The NOWSP requires the range and scale of uses in the Employment District to be designed to be sensitive to the adjacency and compatibility with development in the HOMUN.

Pursuant to Section 8.6.5.2 of the Plan, a range of employment uses are permitted with the Employment District including institutional uses such as places of worship and vocational schools and additional uses specific to the HOMUN including a hospital, and may also include research and development facilities, medical and other offices, laboratories, clinics, supportive housing, long term care facilities, rehabilitation facilities, and other similar uses including retail and service commercial facilities related to the permitted uses.

On lands abutting the HOMUN and major arterial roads, general industrial operations, transportation terminals, outside storage and operations incidental to industrial operations, waste processing and waste transfer stations are not permitted. Further, for those uses that are permitted abutting the lands in the Health Oriented Mixed Use Node, they are to be carefully evaluated to ensure they do not adversely impact on the uses in the HOMUN and matters such as the location of loading bays, sources of light, noise and fumes are reviewed to ensure that any impact on the residential or health related uses complies with Provincial guidelines and regulations (Section 8.6.5.4 a) and c)).

Section 8.6.5.4 d) of the Plan provides that development is required to conform to the following additional criteria:

- *Main buildings shall be designed and located to assist in the creation of an attractive street edge, to provide for a strong pedestrian connection to the sidewalk, and to recognize any potential future intensification of the site:*
- *The balance between the areas of the lot occupied by buildings and the service and parking areas will be designed, wherever feasible, to reduce the extent of the street frontage occupied by service and parking areas. Where street frontage is occupied by parking and service areas, enhanced landscaping shall be provided;*
- *Maximum height -15 storeys;*
- *Minimum Floor Space Index –0.25 for retail and service commercial uses; and regard shall be had for the provisions of Subsection e) below with respect to all other uses;*
- *Maximum Floor Space Index – 3 and;*
- *Service establishments shall be located in clusters at intersections with Arterials and Avenues.*

#### **8.2.3.6 Cultural Heritage**

- a) To encourage, where appropriate and feasible, the incorporation of cultural heritage resources, including their adaptive reuse, as part of the development of North Oakville West.

#### **8.7.8 Health Services**

- a) The Town shall work with the Halton Healthcare Services, the Mississauga-Halton Local Health Integration Network and appropriate government and service agencies and the community to assist in providing the maximum level of health service to the community.

#### **Section 8.9.4 Landowners Agreement(s)**

- a) In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the 407 West Employment District and/or the Sixteen Hollow Employment District shall only be permitted to proceed when landowners representing a significant proportion of the respective employment district have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner.
- b) The development of individual parcels of land will generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the development of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall employment district is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

#### **Urban Structure**

The town is undertaking a 5-year Official Plan Review to ensure the policies are consistent with the Provincial and Regional policies, support the Town's strategic goals, and reflect the visions and needs of the community. Schedule A1, Urban Structure, of the Livable Oakville Plan provides the basic structural elements for the Town. Official Plan Amendment 318 (OPA 318) to the NOWSP, confirms the Town's existing urban structure in terms of nodes and corridors, where higher intensity forms of mixed use growth are to be accommodated. OPA 318 was approved by Halton Region on April 26th, 2018 and deemed to conform to the Growth Plan and is consistent with the PPS. There is one appeal pertaining to OPA 15.

The subject lands are identified on Schedule A1 – Urban Structure as being within a 'Node and Corridor for Further Study' at Third Line, north of Dundas Street West, which pertains to the HOMUN. The policies in section 3.6 in the Livable Oakville Plan go on to state that "for those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development." The Health Oriented Mixed Use Node Review has been initiated and is intended to recommend land use designations and policies in the form of an Area-Specific Plan.

The in force NOWSP does not delineate the boundary of the HOMUN. The intent of the in force NOWSP is to interpret the boundary of the HOMUN, including the uses within the HOMUN, at the site-specific level through a detailed zoning by-law amendment. As part of the All Seniors Care Acquisitions Ltd. staff report, which Council considered on June 11th, 2018, considerations were implemented to determine whether site-specific lands were part of the HOMUN. These considerations included: location; supportive land uses; and sensitive land use / impact on employment area.

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification. Regional Transit Priority Corridors provide a town-wide network that connects transit systems throughout the Region as well as to local destinations. Land uses adjacent to Regional Transit Priority Corridors provide a key focus for transit-supportive development, which is considered to be compact, mixed use development with higher levels of employment and residential densities to support frequent transit service.