

Sustainable Growth



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SUSTAINABLE GROWTH

2.1 LAND USE VISION

The *City's* land use vision is based on *City Council's* key strategic directions and the guiding principles contained in Chapter 1 of this Plan.

Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant and *complete communities*; to optimize use of existing and future *infrastructure* and services; and to support a strong and competitive economy.

The direction of growth in Burlington's Urban Area requires the careful placement of new residents and jobs; growth is encouraged in some areas, while limited in others. In some places, such as the Natural Heritage System, *development may* be prohibited. Those areas that will see significant change over the next 20 years are called *intensification areas* and represent a small fraction of Burlington's total land area.

The building of *intensification areas* around the City's GO Stations and the Downtown, called *mobility hubs*, will help ensure Burlington continues to be a thriving, vibrant 21st century city that easily connects people to the places they live, work and play. *Development* in these areas will promote walkable, transit-oriented communities that offer convenient access to *employment* opportunities, a full range of housing, *public service facilities* including schools and parks, and convenient access to various daily needs like shopping, services, and supports for residents throughout their entire lives.

The Rural Area faces significant pressures and challenges as a community, but also significant opportunities. The *City* is committed to the protection and strengthening of the rural community. This means conserving the area's rural character and protecting and enhancing its *natural environment* while enabling the rural economy, particularly agriculture, to evolve and change. Connections between the Urban and Rural Areas will protect and strengthen the social, economic, and environmental well-being of both the Urban Area and the Rural Area, including *agriculture*.

A new sense of shared purpose is required to help achieve this vision, one that supports the City's current and future residents.

The landscape of Burlington has changed remarkably over the last 50 years, and the evolution will continue. The challenges and opportunities of growth through *intensification* and development and *re-development* will be guided by residents,

politicians, business owners, others and the Official Plan. The Plan’s long-term vision for the community will help ensure land use decisions made today contribute to the *City’s* goal of being a vibrant 21st century community.

City building is a continuous process of targeting growth to the right areas of the City to make good use of existing *infrastructure*. Community engagement, coordination and strategic thinking will be required to shape the future of Burlington. The building of the City will never have a date of completion, but re-defining the City will be the work of its residents, businesses and leaders for the days, months and years ahead.

The combination of an economically strategic location, diversified economy and environmental and aesthetic factors, an extraordinary waterfront, its world-renowned Niagara Escarpment and other natural wonders has contributed to Burlington being a place where people and business thrive.

2.2 THE CITY SYSTEM

The land use vision is described by the City System. The City System is made up of the Urban Area, the Rural Area, and North Aldershot. The City System describes the physical make-up of the City over the long term and provides a comprehensive framework to guide growth and *development* over the horizon of this Plan and beyond. This framework tells us where we must protect and where we expect to grow.

The City System also includes the Green System and Infrastructure and Transportation System that cross and connect the entire City. The City System recognizes that various areas of the City perform different functions. These distinct, and inter-connected areas, and the key boundaries that define them, establish the strategic framework within which more detailed policies are established.

Burlington’s City System is shown on Schedule A, City System, of this Plan.

2.2.1 AREAS

Urban Area

- a) The Urban Area represents the lands where forecasted population and *employment* growth will be accommodated.
- b) Within the Urban Area municipal water and/or waste water will be provided to accommodate concentrations of existing and future *development*, in accordance with the policies of this Plan and the Regional Official Plan.

Rural Area

- c) The Rural Area comprises the rural lands, consisting of an *agricultural* system, a natural heritage system, rural settlement areas, and mineral resource extraction areas. The identification of these lands provides for the protection and strengthening of the rural community through the maintenance and enhancement of the Natural Heritage System, the protection of *prime agricultural areas*, support for the economic viability of *agriculture*, conservation of *cultural heritage resources* and management of *mineral aggregate resources and operations*.
- d) Non-farm *development* in the Rural Area will remain restricted to existing Rural Settlement Areas. Rural Settlement Areas represent compact rural communities designated to accommodate limited residential growth in the Rural Area and small scale *industrial*, commercial and *institutional uses* serving the *farming* and rural communities. Limited growth will be directed to Rural Settlement Areas.

North Aldershot

- e) North Aldershot represents a distinctive area separate from both the Urban and Rural Areas that contains environmental protection areas of environmental significance that co-exists with human settlement areas. The Plan recognizes the distinct character of the area and that any *development* must be *compatible* with its special characteristics.

2.2.2 CITY-WIDE SYSTEMS

Infrastructure and Transportation Systems

- a) *Infrastructure* systems cross the Urban Area, Rural Area and North Aldershot, and are critical to the delivery of services and *utilities*, as well as the movement of people and goods in the City today and in the future.
- b) *Infrastructure* is provided by many different partners. *Infrastructure* systems play a critical role in supporting growth and *development* in the City. The City's *multi-modal* transportation system is an essential part of a *sustainable* City which influences both land use and quality of life.
- c) Major *infrastructure* and transportation facilities are shown on Schedule A, City System, of this Plan.

The Green System

- d) The Green System depicts the network of green spaces that runs through the City's Urban Area, Rural Area and North Aldershot. The Green System is a critical component of a healthy and environmentally *sustainable* City. It includes natural areas and *buffers*; natural corridors, *linkages* and

enhancement areas; parklands, including Regional Waterfront Parks; and public and private open spaces. In the Rural Area, *agriculture* is considered to be a *compatible* and complementary use in much of the Green System.

2.2.3 PROVINCIAL PLAN BOUNDARIES AND CONCEPTS

The *City* is guided by Provincial plans and policies, including a suite of three plans that work together to direct growth and to protect the natural environment, *agriculture* and rural areas.

Niagara Escarpment Plan

- a) The Niagara Escarpment Plan provides for the maintenance of the Niagara Escarpment and lands in its vicinity substantially as a continuous *natural environment*, and ensures only such *development* occurs as is *compatible* with that *natural environment*.
- b) The Niagara Escarpment Plan has associated land use designations and policies that guide *development* in these areas. These designations are illustrated on Schedule A-1, Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area and North Aldershot are within the Niagara Escarpment Plan.

Greenbelt Plan

- c) The Provincial Greenbelt Plan identifies a Protected Countryside Area and a Greenbelt Natural Heritage System. The Greenbelt Plan identifies that urbanization *should* not occur in these areas, in order to provide permanent protection to the *agricultural* land base and the Natural Heritage System occurring on this landscape. The designations are illustrated on Schedule A-1, Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area, North Aldershot and the Urban Area are within the Greenbelt Plan.

Growth Plan for the Greater Golden Horseshoe

- d) The Growth Plan (2006) as amended, was prepared to provide a framework for building stronger, prosperous communities, by better managing growth first to 2031, and subsequently through revised growth forecasts to 2041. The Plan guides decisions on a wide range of issues – transportation, *infrastructure* planning, land-use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.

Urban Boundary

- (i) The Urban Boundary represents the fixed boundary that identifies the Urban Area. Changes to the Urban Boundary are not intended or permitted within the planning horizon of this Plan.

Built Boundary

- (ii) The *Built Boundary* represents the fixed boundary that identifies the *built-up area*, which constitutes the developed Urban Area of the municipality, as defined by the Province of Ontario in consultation with the *City* in 2006, and subsequently finalized in April, 2008. A significant portion of new residential and *employment* growth within the *City* will be accommodated within the built-up area through *intensification* and *re-development*. The Province of Ontario is responsible for reviewing and updating *Built Boundaries* within the Greater Golden Horseshoe. The Regional Official Plan states that a minimum of 8,300 new housing units must be added within the *built-up area* between 2015 and 2031.

Urban Growth Centre

- (iii) The boundary of the Downtown Urban Growth Centre, referred to in the “Places to Grow”, Growth Plan for the Greater Golden Horseshoe, 2006, identifies the area that will be planned to achieve, by 2031 or earlier, a minimum gross density target of 200 residents and jobs combined per hectare.

Designated Greenfield Area

- (iv) The *Designated Greenfield Area* is located between the Urban Area Planning Boundary and the Built Boundary and represents the lands within the Urban Boundary which are not built up. The City of Burlington is expected to achieve a minimum overall *development* density of 45 residents and jobs per gross hectare in the *designated greenfield area* within the *City*. *Development* in the *designated greenfield area* will occur in a manner which contributes to the *City's* overall vision for building a *complete community*.

Parkway Belt West Plan

- e) The Provincial Parkway Belt West Plan is intended to provide for a multi-purpose *utility* corridor and linked open space system, which extends from the City of Hamilton through the Regions of Halton, Peel and York.

2.2.4 POPULATION AND EMPLOYMENT DISTRIBUTION

The Regional Official Plan established a growth strategy for the Region of Halton based on the distribution of population and *employment* to 2031. This distribution of population and *employment shall* be accommodated based on the policies of the Regional Plan, including the Regional Phasing table.

Population*		Employment	
2006	2031	2006	2031
171,000	193,000	88,000	106,000

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

2.3 THE URBAN STRUCTURE

The City’s Urban Structure elaborates on the Urban Area, as identified in Schedule A, City System, of this Plan. The elements of the Urban Structure perform different functions, and provide direction as to where lands within the Urban Area fall along the spectrum, from ensuring protection to supporting growth, intensification and appropriate transition. The Urban Structure establishes the land use vision for the Urban Area which is further refined in Chapter 8, Land Use Policies – Urban Area, of this Plan.

The Urban structure is composed of six major components: 1. Mixed Use Intensification Areas; 2. Areas of Employment; 3. Residential Neighbourhood Areas; 4. Natural Heritage System and Major Parks and Open Space; 5. Natural Resource Extraction Area; and 6. Infrastructure and Transportation Systems, as shown on Schedule B, Urban Structure, of this Plan. Each area is identified in Schedule B, Urban Structure.

Additional information in support of other policies of this Plan, as well as other contextual information is also presented in Schedule B-1, Growth Framework, of this Plan.

2.3.1 MIXED USE INTENSIFICATION AREAS

- a) Lands identified as Mixed Use Intensification Areas provide locations where a range and *intensity* of *employment*, shopping, *public service facilities*, residential uses and complementary uses such as open space, *institutional*, and *cultural uses* will be developed with transit supportive densities in *compact urban form*. Mixed Use *Intensification Areas* will offer substantial *development* opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the City over the planning horizon and beyond.

- b) Mixed Use *Intensification Areas* will occur in either linear or nodal forms at different levels of *intensity* and accommodating a wide, or in some cases, a limited range of uses in accordance with the underlying land use designations.
- c) Mixed Use Intensification Areas are organized in a hierarchy which includes the City's urban centres, *mobility hubs* and mixed use nodes and *intensification corridors*. This hierarchy reinforces that while all areas are considered part of the *intensification areas* each has an important and distinct role.

Urban Centres

- d) The City has two Urban Centres: the Downtown Urban Centre and the Uptown Urban Centre.
- e) Lands identified as Urban Centres provide for a broad range and mix of uses in areas of higher density than surrounding neighbourhoods, in accordance with the underlying land use designations. They bring a variety of *public service facilities* and a mix of other uses such as retail uses to support residents and employees in both the north and the south of the City, respectively.
- f) Urban Centres will exhibit a wide variety of land uses and densities designed in a *compact form*, oriented to support transit and facilitate *active transportation*.

Mobility Hubs

- g) *Mobility hubs* consist of areas located within walking distance to *major transit station areas*, including the Downtown Bus Terminal or GO Rail Stations, which are either currently or planned to be serviced by the local *frequent transit network* and GO Transit. The high level of existing or planned transit service within these areas provides an environment within which significant residential and *employment* growth can be supported. To further support the transit oriented nature of these areas, growth *shall* occur in the form of compact, mixed-use and pedestrian-friendly areas with residential and *employment* densities greater than which exist in the surrounding areas.
- h) Provincially, *mobility hubs* are identified through Metrolinx's The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA) which designates a system of *mobility hubs* including *anchor hubs* and *gateway hubs*. The *mobility hub* system is intended to reinforce land use and transportation objectives in the Province's Growth Plan for the Greater

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Golden Horseshoe (2006); in particular, the goal of focusing *development* growth around *major transit station areas*.

- i) In Burlington there are four identified *mobility hubs*. Two of these hubs, Downtown Burlington and the area around Burlington GO, have been identified by Metrolinx, included in the Halton Region Official Plan, and classified as an *Anchor Hub* and *Gateway Hub*, respectively. An additional two *mobility hubs* have been identified by the *City* in the areas around Aldershot GO and Appleby GO. All four areas are considered *Major Transit Station Areas*. In this Plan, these four hubs are identified collectively as areas that will be subject to further detailed *area-specific planning*.
- j) The Provincial government has proposed a new GO Station in the vicinity of Walker’s Line and Cumberland Ave. The *City shall* designate any new GO Station as a *mobility hub* and the area will be subject to further detailed *area-specific planning*.

Mixed Use Nodes and Intensification Corridors

- k) Lands identified as Mixed Use Nodes represent areas with a concentration of residential and *employment* uses with *development* densities generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.
- l) Lands identified as *Intensification Corridors* consist of areas of street-oriented uses which incorporate a mix of retail, *employment* and residential uses, developed at overall greater densities, serving as important transportation routes along *higher order transit* corridors and selected arterial streets.
- m) Mixed Use Nodes and *Intensification Corridors* will be the focus of re-urbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential densities and a full mix of uses, while others may permit a more limited employment-oriented range of permitted uses, both designed to achieve their planned function. These areas will support the *frequent transit network* and provide focal points of activity and a vibrant pedestrian environment and facilitate *active transportation* through careful attention to urban design enhancing the opportunities for the location of *public service facilities* and *institutional uses*.

2.3.2 AREAS OF EMPLOYMENT OVERLAY

- a) Lands identified within the Area of Employment overlay provide for the location of significant diverse areas of current and future *employment* activities that are required for the *City’s* long term economic development

and competitiveness, as these lands represent the principal *employment* generator in the City and will be guided by the underlying land use designations.

- b) The *Area of Employment* overlay includes lands identified on Schedule B, Urban Structure and is composed of:
 - (i) a significant portion of the traditional, designated *employment* lands, designated General Employment or Business Corridor shown on Schedule C, Land Use Plan-Urban Area; and,
 - (ii) a significant portion of the mixed use employment-oriented designations including Urban Corridor-Employment shown on Schedule C, Land Use Plan-Urban Area; and Uptown Business Corridor and Uptown Business shown on Schedule E, Land Use Plan-Uptown Urban Centre.
- c) All lands identified within the *Area of Employment* overlay on Schedule B are protected from conversion to a non-*employment* use outside of a *municipal comprehensive review*.

2.3.3 RESIDENTIAL NEIGHBOURHOOD AREAS

- a) Lands identified as Residential Neighbourhood Areas make up a significant proportion of the Urban Area. These areas are intended to accommodate a wide range of residential uses and forms, together with supporting parkland, and other land uses such as small scale commercial uses or home occupations that are part of the residential environment.
- b) Residential Neighbourhood Areas are established residential areas, and are not intended to capture a significant portion of the City’s growth. Rather, only limited *intensification* such as infill development and accessory dwelling units. Any *development* occurring in these areas *shall* consider the physical qualities and characteristics which are prevalent in the area.
- c) Residential Neighbourhood Areas also include a number of *Neighbourhood Character Areas*, which were identified through planning studies. These areas are guided by additional area-specific policies and Zoning By-law regulations to ensure that *development* is *compatible* with the existing *neighbourhood character*.

2.3.4 NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE

- a) Lands identified as “Natural Heritage System and Major Parks and Open Space” include the City’s Natural Heritage System and lands designated for

Major Parks and Open Space. Together they are essential components of a healthy and sustainable urban area.

- b) The Natural Heritage System is made up of natural features and areas, such as *woodlands* and *wetlands*, and the linkages and interrelationships among them, and with the surrounding landscape. Major Parks and Open Space includes Community Parks, City Parks and other public and private open space lands.

2.3.5 MINERAL RESOURCE EXTRACTION AREA

- a) Lands identified as Mineral Resource Extraction Area are guided by the policies in Section 8.5 of this Plan.

2.3.6 INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

- a) Lands identified as Infrastructure and Transportation Corridors are guided by the policies in Chapter 6, Infrastructure, Transportation and Utilities, of this Plan.

2.4 GROWTH FRAMEWORK

The Growth Framework is comprised of a collection of policies and a map, to be used in conjunction with the Urban Structure and land use policies of this Plan, and which together are intended to communicate the relative priority, degree, type and location of growth amongst the four Growth Framework areas. The Growth Framework is comprised of four areas: Primary Growth Areas; Secondary Growth Areas; Established Neighbourhood Areas and Employment Growth Areas, as shown on Schedule B-1, Growth Framework, of this Plan.

2.4.1 OBJECTIVES

- a) To identify the locations where the *City* is directing its growth and *intensification*, transforming Burlington from a primarily suburban to a more urban community.
- b) To communicate the *City's* built form strategy for new *development* with respect to *mid-rise* and *tall building* form.
- c) To identify locations in the *City* as the priority for public expenditure in recognition of the importance of the financial *sustainability* of the municipality as it grows predominantly through *intensification* in key areas.
- d) To advance a number of strategic *City* building objectives, including supporting targeted *intensification* in the right locations, providing more

mobility choices, and supporting more diverse demographic growth through supporting the provision of a wide range of housing options.

- e) To limit the introduction of unplanned *intensification* in established neighbourhood areas.

2.4.2 GROWTH FRAMEWORK GENERAL POLICIES

- a) The policies of this section *shall* be read in conjunction with the Urban Structure and the underlying land use designations.
- b) The Growth Framework *shall* not apply to undeveloped areas outside of the Built Boundary or to the lands designated Natural Heritage System and Major Parks and Open Space. In addition, the Growth Framework *shall* not apply to features that meet the criteria for identification as *Key Natural Features* or as *sensitive surface water* or *groundwater features* in accordance with Subsection 4.2.2 of this Plan.
- c) The boundaries of the Primary Growth Area, Secondary Growth Area, Established Neighbourhood Area or Employment Growth Area, as identified on Schedule B-1, Growth Framework, of this Plan, *shall* only be modified through a *City-initiated Official Plan Amendment*.
- d) Through monitoring and review the *City shall* consider long term opportunities for the direction of *intensification* growth to the Secondary Growth Framework areas including, but not limited to, the development of future *area specific plans* and the expansion of the justified *frequent transit network*.

2.4.2.1 PRIMARY GROWTH AREAS

- a) Primary Growth Areas:
 - (i) are areas generally identified in the Urban Structure as Urban Centres and *Mobility Hubs*, the two elements established in the hierarchy of the Mixed Use Intensification Areas, and are identified in Schedule B-1, Growth Framework, of this Plan;
 - (ii) *shall* accommodate the majority of the City's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;
 - (iii) *shall* be regarded as the most appropriate and predominant location for new *tall buildings*;
 - (iv) *shall* be identified as priority locations for *City-initiated Area-Specific* planning and capital investments for *infrastructure* and *public service facilities* to support population and *employment* growth; and

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- (v) *shall* support the justified *frequent transit network* and accommodate *development* that is compact, mixed use, and pedestrian oriented in nature.
- b) Primary Growth Areas *shall* be a priority for Provincial, Regional and *City* investment in new or upgraded *infrastructure* and/or *public service facilities* which *may* be required to facilitate *intensification* including, but not limited to, the following:
 - (i) water/wastewater capacity;
 - (ii) investments in the justified *frequent transit network* and the investigation of the development of a higher order transit line such as dedicated lane rapid transit options, if warranted;
 - (iii) public service facilities;
 - (iv) other *infrastructure*, including but not limited to, hydro *infrastructure*; and
 - (v) *public realm* improvements or other capital priorities.
- c) Primary Growth Areas *shall* have existing or planned *infrastructure* and *public service facilities* capacity to accommodate *intensification* over the planning horizon of this Plan. In cases where such capacity is deficient, an area *may* also be identified as a Strategic Investment Area. A Strategic Investment Area *shall* be identified, by resolution of *City Council*, as the focus for the use of innovative financial, economic development or planning tools available to the *City* in order to assist with overcoming identified barriers/constraints to *intensification*, and facilitate population and *employment* growth in accordance with the *City's* strategic priorities.
- d) Any Official Plan Amendments for increased height and or density/*intensity* in the Primary Growth Area *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan.
- e) An Official Plan Amendment proposing an increase in height and density/*intensity* in the Primary Growth Area *may* be determined to be premature where an *Area-Specific Plan* has been initiated, unless the proponent can demonstrate to the satisfaction of the *City* that:
 - (i) the proposed density/*intensity* and height achieves the objectives of Section 2.3, Urban Structure, Subsection 8.1.2, Mobility Hubs, and Chapter 7, Design Excellence, of this Plan; and
 - (ii) the proposed density/*intensity* and height will not compromise the ultimate community design to be determined through the *Area-Specific Plan*.

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- f) Where an *Area-Specific Plan* has been approved, the more specific land use policies *shall* apply and the policies of the *Area-Specific Plan* may provide more detailed direction on how the *City shall* consider any further increase to heights and densities/*intensities* through applications for Official Plan Amendments.

2.4.2.2 SECONDARY GROWTH AREAS

- a) Secondary Growth Areas:
- (i) are areas identified in the Urban Structure within the Mixed Use Intensification Areas and consist of the lands located with Mixed Use Nodes and *Intensification Corridors*, with some exceptions, as well as select vacant residential sites located immediately adjacent to an Arterial or Multi-Purpose Arterial Street as identified on Schedule B-1, Growth Framework, of this Plan;
 - (ii) *shall* accommodate growth within the existing capacity of the current land use designations of this Plan,
 - (iii) are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas;
 - (iv) *shall* be limited to a maximum of *mid-rise building* form, unless otherwise permitted by the existing underlying land use designation;
 - (v) where applicable, *shall* support the justified *frequent transit network* and accommodate *development* that is compact, mixed use and pedestrian oriented in nature.
- b) Within the Secondary Growth Area, any Official Plan Amendments for increased height and or density/*intensity* beyond that which is currently permitted in the underlying land use designation *shall* be discouraged. Where such an amendment is submitted it *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan in addition to the fulfillment of the following criteria:
- (i) the increased height, and or density/*intensity* will not significantly increase the density beyond the existing permissions.
 - (ii) using the best information available, the increased density can be accommodated without requiring upgrades to capacity of existing *infrastructure or public service facilities*, and will not redirect investment required to support the Primary Growth Area; and
 - (iii) in the case of a property designated Residential-Low Density the increased height, and or density/*intensity shall* in no case exceed the

- provisions of the Residential-Medium Density designation; and
- (iv) *shall* in no case exceed the *mid-rise* building form.
- c) Notwithstanding Subsection 2.4.2.2 a) i) of this Plan, properties in the City that are currently designated Residential-Medium Density and located within the Established Neighbourhood Area, and that are currently comprised of 100 percent rental units, *may* be considered a Secondary Growth Area subject to the proposed *development* meeting the following criteria:
- (i) the majority of the units in the proposed *development* constitute *affordable* rental units;
 - (ii) a significant portion of the units in the proposed *development* have three or more bedrooms;
 - (iii) the proposed *development shall be compatible* with the surrounding *development* and does not exceed the underlying land use designation in terms of height and or density/*intensity*.

2.4.2.3 ESTABLISHED NEIGHBOURHOOD AREAS

- a) Established Neighbourhood Areas:
- (i) are identified in the Urban Structure within both the Residential Neighbourhood Area and the Mixed Use Intensification Area where otherwise not included in the Primary or Secondary Growth Areas and are identified in Schedule B-1, Growth Framework, of this Plan;
 - (ii) *shall* not be regarded as essential to achieve the population growth distributions, as stated by the Region of Halton;
 - (iii) *shall* be identified as areas with limited opportunities for *intensification*, and shall accommodate growth opportunities restricted to the permissions and densities established in the underlying land use designation.
- b) Within Established Neighbourhood Areas, the following forms of *intensification may* be permitted:
- (i) *re-development* or infill in accordance with the maximum density permitted under the applicable land use designation contained in Chapter 8, Land Use Designations – Urban Area, of this Plan;
 - (ii) consents, subject to policies in Chapter 12, Implementation and Interpretation, of this Plan;
 - (iii) plans of subdivision, subject to the policies in Chapter 12, Implementation and Interpretation, of this Plan;

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- (iv) *accessory dwelling units*, subject to Subsection 8.3.6 of this Plan; and/or
 - (v) *garden suites*, subject to Subsection 8.3.7 of this Plan.
- c) In the Established Neighbourhood Area Official Plan Amendments for increased height and or density/*intensity* beyond that which is currently permitted in the underlying land use designation *shall* not be supported. Where such an amendment is submitted it *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan.
- d) Where an existing *public service facility* or *institutional use* is proposed to close within the Established Neighbourhood Area, the *City may* initiate an Official Plan Amendment in accordance with Subsection 3.2.2 I) of this Plan.

2.4.2.4 EMPLOYMENT GROWTH AREAS

- a) Employment Growth Areas, as identified on Schedule B-1, Growth Framework, of this Plan, *shall* consist of *Areas of Employment* not captured within the Primary Growth Areas, and will be an area of focus for the *re-development* and *intensification* of *employment* lands.
- b) Employment Growth Areas have the potential to accommodate a significant portion of the *employment* distributed by the Region of Halton.
- c) Within Employment Growth Areas, all forms of *employment intensification* may be permitted.
- d) Within Employment Growth Areas, the *City may* identify Strategic Investment Areas which *shall* be areas of focus for the use of innovative financial and/or planning tools available to the *City* in order to assist with overcoming identified barriers/constraints to *intensification* and facilitate *employment* growth in accordance with the *City*' s strategic priorities. Tools which *may* be implemented include, but *shall* not be limited to:
- (i) differential development charges;
 - (ii) *Community Improvement Plans*, subject to Subsection 12.1.3.5 of this Plan;
 - (iii) *Community Benefits*, subject to Subsection 12.1.3.1.5 of this Plan;
 - (iv) public/private *infrastructure* agreements, including front-ending agreements;
 - (v) *Area-Specific Plans*, subject to Subsection 12.1.4 of this Plan;
 - (vi) *City-initiated* land acquisition/*development*;
 - (vii) *City-initiated* Official Plan and/or Zoning By-Law amendments;

- (viii) *development* permit systems; and/or
- (ix) economic development strategies.

2.5 DEVELOPMENT CRITERIA

For the most part, future *development* in the City will be built on *re-development* and infill sites. In considering all *development applications*, the City will ensure that *development, re-development* and infill respect and reflect the existing pattern and character of adjacent *development*, by satisfying the criteria outlined in this section of the Plan, in addition to the underlying land use designations.

2.5.1 OBJECTIVES

- a) To ensure *development, re-development* and infill are *compatible* with the built form and land use of the surrounding area.
- b) To ensure that *development, re-development* and infill achieve urban design excellence and contribute to the *development* of a high quality *public realm*.
- c) To establish criteria for evaluating *development applications* including additional criteria to be applied to Zoning By-law amendments and Official Plan Amendments for increases to height and or density/*intensity*.
- d) To ensure that appropriate technical analysis is undertaken.

2.5.2 POLICIES

- a) The following criteria *shall* be satisfied when evaluating *development, re-development* or infill proposals:
 - (i) *compatibility* with existing surrounding buildings, as well as the surrounding land use designations, is achieved;
 - (ii) the *development* achieves high quality of urban design and is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan;
 - (iii) *trees* are preserved and protected, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;
 - (iv) capability exists to provide adequate buffering and other measures to minimize any identified impacts to an acceptable level;
 - (v) where *re-development* potential exists on one property, the City *shall*:
 - a. require that it be demonstrated that future *development* or *re-development* on the adjacent property(ies) will not be

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- compromised by the proposal; and
- b. require that the proposal be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the *City*;
- (vi) the Natural Heritage System is protected;
- (vii) for residential uses, *public service facilities* and other neighbourhood conveniences, such as community centres, *recreation*, neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit;
- (viii) consistency with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;
- (ix) potential unacceptable impacts on the municipal transportation system are mitigated wherever possible with regard to transportation flow and capacity;
- (x) sufficient off-street parking and *transportation demand management* measures are provided;
- (xi) *cultural heritage resources* are protected; and
- (xii) the provision of stormwater management in accordance with the policies of Subsection 4.4.3 q) of this Plan.
- b) The following additional criteria *shall* be satisfied when considering a Zoning By-law Amendment or an Official Plan Amendment related to height, and or density/*intensity*:
- (i) the proposal maintains the land use vision of this plan and the intent of the Urban Structure element within which the proposed *development* is located;
- (ii) adequate *infrastructure* and *public service facilities* are available to accommodate the increased demands, including, but not limited to such services as water, wastewater, stormwater, school accommodation and parklands;
- (iii) the proposal is in close proximity to existing or planned transit facilities including the justified *frequent transit network, higher order transit*, bus routes and/or transit shelters;
- (iv) the proposal complements and connects with the *public realm*;

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- c) proposals for residential *intensification* in the form of *non-ground oriented* buildings *shall* be permitted only at the periphery of existing neighbourhoods and only where:
 - (i) the subject property is abutting, and has direct vehicular access to, a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Main Street as defined in Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan;
- d) Consent applications *shall be subject* to the policies of Subsection 12.1.3.2.2 of this Plan.
- e) The *City may* require the development of an *Area-Specific Plan* in accordance with Subsection 12.1.4 of this Plan to ensure the orderly and efficient *development* of any property or group of properties.