

# Sustainable Growth



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# SUSTAINABLE GROWTH

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## SUSTAINABLE GROWTH

### 2.1 COMMUNITY VISION

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

Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, *sustainable*, resilient, *transit-supportive* and *complete communities*; to optimize use of existing and future *infrastructure* and services; to support *active transportation*, to reduce energy use and greenhouse gas emissions; 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 planning horizon of this Plan 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*, Mixed Use Nodes and *Intensification Corridors* and other key locations will help ensure Burlington continues to be a thriving, vibrant 21<sup>st</sup> century city that easily connects people of all ages and abilities to the places they live, work and play. *Development* in these areas will promote connected, 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. The health of the *Agricultural System* and the protection of the *agricultural* land base are central to the future of the Rural Area. 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 through the production and consumption of local food.

The landscape of Burlington has changed remarkably over the last 50 years, and the evolution will continue. 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.

Community engagement, co-ordination and strategic thinking will be required to successfully manage the challenges and opportunities of growth through *intensification* and *development*. Residents, politicians, business owners, investors and others using the Official Plan must collaborate to shape the future of Burlington.

The building of the city will never have a date of completion, but is a continuous process of targeting growth in the right areas of the city to make good use of existing *infrastructure* and wise investment in new or upgraded *infrastructure*. 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 21<sup>st</sup> century community.

## 2.2 THE CITY SYSTEM

The community vision is described by the City System. The City System describes the physical make-up of the city over the long term and provides a strategic framework to guide growth and *development* over the horizon of this Plan and beyond. The City System is made up of three general land use areas: the Urban Area, the Rural Area, and North Aldershot. 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. This framework provides direction on which areas must be protected and which areas should be expected to grow.

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 *shall* be directed 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. The existing boundaries of the Rural Settlement Areas will be maintained.

### North Aldershot

- e) North Aldershot represents a distinct area separate from both the Urban and Rural Areas that contains environmental protection areas of environmental significance that co-exist 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* and transportation systems cross the Urban Area, Rural Area and North Aldershot, and are critical to the delivery of *infrastructure, utilities* and services, including 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. It is a critical component of a healthy and environmentally *sustainable* city. The Green System is made

up of three components: the Natural Heritage System; Major Parks and Open Space which are designated within *settlement areas*; and other parks in the Urban Area such as Neighbourhood Parks, Parkettes and Special Resource Areas. 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* must conform to 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 expansion of settlement areas into the Greenbelt Plan is not permitted in order to provide permanent protection to the *agricultural* land base and the Natural Heritage and Water Resource Systems 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 Provincial Growth Plan 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 – *intensification*, 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 may only be considered through a *municipal comprehensive review* and are not intended or permitted within the planning horizon of this Plan.

### Delineated Built Boundary

- (ii) The *Delineated Built Boundary* represents the fixed boundary that identifies the *Delineated 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 *Delineated Built-up Area* through *intensification*. The Province of Ontario is responsible for reviewing and updating the *Delineated Built Boundaries* within the Greater Golden Horseshoe. The Regional Official Plan establishes that 40 per cent of all residential development occurring annually within the Region will be within the *Delineated Built-up Area*. The Regional Official Plan states that a minimum of 8,300 new housing units must be added within the *Delineated 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, and depicted in the Regional Official Plan and this Plan, identifies the area that will be planned to achieve, by 2031 or earlier, a minimum 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 *Delineated 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 density target of 45 residents and jobs per hectare across the entire *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 *complete communities*.

**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. The boundaries of the Parkway Belt West Plan Area are shown on Schedule A-1: Provincial Land Use Plans and Designations, of this Plan.

**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 (Table 1: Population and Employment Distribution, of the Regional Plan). This distribution of population and *employment shall* be accommodated based on the policies of Table 2: Intensification and Density Targets, and Table 2A: Regional Phasing, of the Regional Official Plan.

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

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

The population and employment forecasts are premised on the adequacy of *infrastructure* and *public service facilities* to support growth in appropriate locations. This Plan will require *infrastructure*, associated services, and *public service facilities*, to support the comprehensive implementation of this Plan.

## 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. Each element of the Urban Structure performs a distinct function. Some elements ensure long term protection, while others support growth, *intensification* and appropriate transition. The Urban Structure establishes the community 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, Major Parks and Open Space; 5. Mineral Resource Extraction Area; and 6. Infrastructure and Transportation Corridors, as shown on Schedule B: Urban Structure, of this Plan. Each area is identified in Schedule B: Urban Structure, of this Plan.

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 and parks, *institutional*, and *cultural uses* will be developed with transit supportive densities in *compact built form*. Walking, biking, transit and other *transportation demand management* measures will be prioritized. 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 will accommodate a wide, or in some cases, a limited, range of uses in accordance with the underlying land use designations.
- c) Mixed Use Intensification Areas include the city's existing urban centres, emerging *mobility hubs* and other mixed use nodes and *intensification corridors*. This organization 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 existing Urban Centres: the Downtown Urban Centre and the Uptown Urban Centre. These areas represent established mixed use

*development* areas with both established neighbourhood areas and dynamic evolving growth areas.

- e) Lands identified as Urban Centres provide for a broad range and mix of uses in areas of higher, yet appropriate, *intensity* in relation to the 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.
- f) The Downtown will continue to develop as the city's centre, taking advantage of the unique qualities that contribute to its distinct identity.
- g) The Uptown Urban Centre will continue to develop as an important destination for a wide variety of uses in north-east Burlington.
- h) Urban Centres will exhibit a wide variety of land uses and *intensities* designed in a *compact built form*, oriented to support transit and facilitate *active transportation*.

### **Mobility Hubs**

- i) *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 *frequent transit corridors* 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 intensities* greater than which exist in the surrounding areas. These are emerging areas in the Urban Structure that represent opportunities to *intensify* and develop *complete communities*.
- j) 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 Golden Horseshoe; in particular, the goal of focusing *development* growth around *major transit station areas*.
- k) 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*.

- l) The Provincial government may consider 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**

- m) Lands identified as Mixed Use Nodes represent areas with a concentration of commercial, residential and *employment uses with development intensities* generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.
- n) Lands identified as *Intensification Corridors* consist of areas of street-oriented uses which incorporate a mix of commercial, residential and *employment uses*, developed at overall greater *intensities*, serving as important transportation routes along *higher order transit corridors* and selected arterial streets.
- o) Mixed Use Nodes and *Intensification Corridors* will be a 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 *intensities* and a full mix of uses, while others may permit a more limited range of *employment-oriented* permitted uses, both designed to achieve their planned function. These areas will support the *frequent transit corridors* 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 EMPLOYMENT LANDS**

- a) Lands identified as Employment Lands represent areas of land designated to accommodate a full range of manufacturing, warehousing and *office uses*.
- b) The Employment Lands allow a full range of *scales and intensities of development* and offer opportunities for *employment land intensification and development for employment purposes*.

### 2.3.3 AREAS OF EMPLOYMENT OVERLAY

- a) Lands identified within the *Areas 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 *Areas of Employment* Overlay includes lands identified on Schedule B: Urban Structure, of this Plan, and is composed of:
  - (i) a significant portion of the traditional, designated *employment* lands, designated General Employment or Business Corridor as shown on Schedule C: Land Use-Urban Area, of this Plan; and
  - (ii) a significant portion of the mixed use employment-oriented designations including Urban Corridor-Employment Lands shown on Schedule C: Land Use-Urban Area, of this Plan; and Uptown Business Corridor- Employment Lands and Uptown Business-Employment Lands shown on Schedule E: Land Use-Uptown Urban Centre, of this Plan.
- c) All lands identified within the *Areas of Employment* Overlay on Schedule B: Urban Structure, of this Plan, are protected from conversion to a non-*employment* use outside of a *municipal comprehensive review*.
- d) Where lands are not identified by the *Areas of Employment* Overlay on Schedule B: Urban Structure, of this Plan, but are captured by the Region of Halton Employment Overlay, non-*employment* uses are prohibited. These lands are protected from conversion to a non-employment use outside of a *municipal comprehensive review*.
- e) For clarity, lands which have been recommended for conversion to a non-employment use are not captured in the *Areas of Employment* Overlay.

### 2.3.4 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 *secondary dwelling units* shall be

permitted. Any *development* occurring in these areas shall be *compatible* and *should* enhance the *physical character* of the surrounding 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*.

### **2.3.5 NATURAL HERITAGE SYSTEM, MAJOR PARKS AND OPEN SPACE**

- a) Lands identified as Natural Heritage System, 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, and are intended to be protected in accordance with the policies of this Plan.
- b) The Natural Heritage System is made up of *natural heritage features and areas*, such as *woodlands* and *wetlands*, and the *linkages* and inter-relationships 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.

### **2.3.6 MINERAL RESOURCE EXTRACTION AREA**

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

### **2.3.7 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.
- b) Major Infrastructure and Transportation facilities are shown on Schedule B: Urban Structure, of this Plan.

## 2.4 GROWTH FRAMEWORK

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

### 2.4.1 GENERAL OBJECTIVES

- a) To introduce a growth management strategy that differentiates areas within the Urban Area for the purposes of communicating clear direction about where the *City* will and will not be planning to direct growth and *intensification*.
- b) To identify the Primary, Secondary and Employment Growth Areas as the areas where the *City* is planning to accommodate significant *growth* and higher *intensity* mixed uses to make better use of land and *infrastructure*, transforming Burlington from a primarily suburban to a more urban community.
- c) To identify the Established Neighbourhood Area as an area where *intensification* is generally discouraged.
- d) To communicate the *City's* built form strategy for new *development* with respect to *low-rise, mid-rise* and *tall building* form.
- e) To identify priority areas for investments in transit as well as other types of *infrastructure* and *public service facilities* in recognition of the importance of the financial *sustainability* of the city as it grows predominantly through *intensification* in key areas.
- f) To ensure that the city's growth makes efficient use of existing and planned *infrastructure*, including transportation and transit, wherever feasible, before considering the development of new *infrastructure* within the Urban Area.
- g) To advance a number of strategic city building objectives, including supporting targeted *intensification*, providing more mobility choices by prioritizing *active transportation* and transit, and supporting more diverse demographic growth through the provision of a wide range of housing options in proximity to existing neighbourhoods.



## 2.4.2 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:
  - (i) undeveloped areas outside of the *Delineated Built Boundary*; and
  - (ii) lands designated Natural Heritage System, 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, or *hazardous lands* and *hazardous sites* in accordance with Subsection 4.4.2.(3) of this Plan;
- c) The boundaries of the Primary Growth Area, Secondary Growth Area, Employment Growth Area or Established Neighbourhood Area, as identified on Schedule B-1: Growth Framework, of this Plan, are static and *shall* only be modified in accordance with the policies of this Plan or through a *City-initiated Official Plan Amendment*.
- d) An Official Plan Amendment proposing an increase in height, density and/or *intensity* may be determined by the *City* 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 height, density and/or *intensity* support the relevant policies of this Plan; and,
  - (ii) the proposed height, density and/or *intensity* will not compromise the ultimate community design to be determined through the *area-specific plan*.
- e) The *City* will consider long-term opportunities for the *direction* of *intensification* growth and investments in transit as well as other types of *infrastructure* and *public service facilities* to *Secondary Growth Areas* including, but not limited to, the development of future *area-specific plans* and the expansion of the *frequent transit corridors*.

### 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*, two elements established in the Mixed Use *Intensification Areas*, and which are identified in Schedule B-1: Growth Framework, of this Plan;

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- (ii) *shall* be recognized as a distinct area within the City’s Urban Area accommodating 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* subject to the underlying land use designations, or the land use policies of an *area-specific plan*;
  - (iv) *shall* be identified as priority locations for *City-initiated area-specific planning* and for investments in transit as well as other types of *infrastructure* and *public service facilities*, including parks to support population and *employment* growth; and
  - (v) *shall* support the *frequent transit corridors* 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 Province’s Priority Transit Corridors, *frequent transit corridors* 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*, including parks;
  - (iv) other *infrastructure*, including but not limited to, hydro *infrastructure*; and
  - (v) *public realm* improvements or other capital priorities.
- c) Where an *area-specific plan* has been approved, the more specific land use policies *shall* apply.
- d) Primary Growth Areas are also subject to the policies of Subsection 7.3.2.(1) of this Plan.

### 2.4.2.(2) SECONDARY GROWTH AREAS

- a) *Secondary Growth Areas*:
- (i) are identified on Schedule B-1: Growth Framework, of this Plan, and are located within Mixed Use Nodes and Intensification Corridors, as

identified on Schedule B: Urban Structure, of this Plan, with some exceptions. In addition, Secondary Growth Areas also comprise select vacant residential sites located immediately adjacent to a Major Arterial or Multi-Purpose Arterial Street as identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan;

- (ii) *shall* be recognized as a distinct area within the city’s Urban Area accommodating growth primarily within the permissions and densities 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 policies of this Plan; and
  - (v) where applicable, *shall* support the *frequent transit corridors* and accommodate *development* that is compact, mixed use and pedestrian-oriented in nature.
- b) Secondary Growth Areas are also subject to the policies of Subsection 7.3.2.(1) of this Plan.

**2.4.2.(3) ESTABLISHED NEIGHBOURHOOD AREAS**

- a) Established Neighbourhood Areas:
- (i) are identified in the Urban Structure as the following:
    - a. the Residential Neighbourhood Area; and
    - b. certain Mixed Use *Intensification Areas* that are otherwise not included in the Primary or Secondary Growth Areas, both of which are identified in Schedule B-1: Growth Framework, of this Plan;
  - (ii) *shall* be recognized as a distinct area within the city’s Urban Area where *intensification* is generally discouraged;
  - (iii) *shall* not be regarded as essential to achieve the population growth distributions, as stated by Places to Grow, and as distributed by the Region of Halton; and
  - (iv) *shall* be composed of selected lands designated Local Centres, and lands designated Residential-Low Density, Residential – Medium Density, and Residential – High Density, and as such *development shall be* restricted to the permissions and densities established in the underlying land use designation.

- b) Notwithstanding 2.4.2.(3) a) ii), the following opportunities for *intensification* may be permitted:
  - (i) *development* in accordance with the maximum density and/or *intensity* permitted under the applicable land use designation;
  - (ii) consents;
  - (iii) plans of subdivision; and/or,
  - (iv) *secondary dwelling units*.
- c) In the Established Neighbourhood Area, land assembly for *development applications* that are not *compatible* is discouraged.
- d) Established Neighbourhood Areas are also subject to the policies of Subsection 7.3.2.(2) 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 *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) Employment Growth Areas are also subject to the policies of Subsection 7.3.2.(3) of this Plan.