

Appendix A: Committee-Initiated Motion to Amend Official Plan Amendment 119
Staff Report PB-01-20
Council Meeting: January 30, 2020

No.	Committee Motion	Staff's Recommendation on the Motion	Staff Comment
	Direct the Executive Director of Community Planning, Regulation and Mobility to consider the following modifications to the proposed Official Plan Amendment:	Summary of proposed modification by adding the bold text (red) and deleting the strikethrough text: (Text additions and deletions)	
1	For clarity, any policies that reference growth in the MTSA's should also include reference to the overall MTSA typology which differentiates the characteristics between downtown and the GO station MTSA's	Part I, 4.3 The Future Built Form and Natural Environment, Major Transit Station Areas <i>Major Transit Station Areas (MTSAs)</i> are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. <i>MTSAs</i> will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and <i>active transportation</i> . Located in key areas served by the regional and local transit networks, <i>MTSAs</i> are focal points for higher intensity and mixed-use, <i>transit-supportive development</i> that will accommodate a significant share of the city's future population and employment growth. <u>It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of Regional Express Rail.</u>	Staff have proposed including policy language in Part III, Section 7 to be added to Part 1, Subsection 4.3 to provide clarity regarding the majority of growth being anticipated at MTSAs located along higher order transit routes with planned frequent transit service.

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		<p>In keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.</p>	
2	<p>Policies that address urban design and public realm should identify street trees, street furniture and public art as key elements of the public realm;</p>	<p>Part II, 3.11.2 e) Transit Supportive Development, Policies</p> <p><i>e) Transit-supportive development shall achieve a high quality of urban design <u>including a comfortable, safe and enjoyable public realm with street trees and street furniture, among other elements, and encourage the inclusion of public art consistent with the policies of Part II, Subsection 7.4 Public Art Policies. Transit-supportive development shall</u> be consistent with the policies contained in Part II, Subsection 6.0 of this Plan as well as Council approved Urban Design Guidelines.</i></p> <p>Part II, 6.1 a) Design, Principle</p> <p>a) The tangible elements of the urban form, consisting of a combination of the built environment, open space, public spaces and <i>multi-modal</i> transportation <i>infrastructure</i> that form the urban landscape, <i>shall</i> be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community, <u>enhance the public realm with elements such as street trees, street furniture and public art,</u> and to reflect the vision of this Plan.</p> <p>Part II, 6.3 e) Design, Existing and New Communities Policies</p> <p>e) New community design <i>should</i> contain more compact forms of <i>development</i> that support higher densities, are pedestrian and cycling oriented, particularly along transit and transportation corridors, support the achievement of <i>complete</i></p>	<p>Staff have proposed modifications to Part II, 3.11.2 e) to highlight important elements of urban design and the public realm such as street trees and street furniture, among other elements. Staff have also provided a reference to existing public art policies contained in Part II, Subsection 7.4.</p> <p>Staff have proposed modifications to Part II, 6.1 a) to highlight important elements of urban design and the public realm such as street trees, street furniture and public art. Staff note that the additional wording is not intended to constitute an exhaustive list of important urban design and public realm elements.</p> <p>Staff have proposed modifications to Part II, 6.3 e) to highlight the importance</p>

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		<p><i>communities <u>with high-quality public realm elements</u> and encourage increased use of public transit.</i></p> <p>Part III, 7.2.1 e) Major Transit Station Area Special Planning Area, Objectives</p> <p>a) To ensure <i>development</i> establishes a high-quality <i>public realm</i> featuring a network of new and existing public squares, parks and open space <u>that incorporate street trees, landscaping and vegetation.</u></p> <p>Staff will not be recommending modifications to the proposed definitions as listed below.</p> <p>Compact Built Form – A land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and <i>institutional</i>) all within one neighbourhood, proximity to transit and reduced need for <i>infrastructure</i>. <i>Compact built form</i> can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or <i>offices</i> above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and <i>active transportation</i>, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage <i>active transportation</i>.</p> <p>Complete Street – A street designed, built and operated to enable safe access for all users, in that pedestrians, cyclists, transit-users and motorists of all ages and abilities are able to safely move along and across the right of way. <i>Complete streets</i></p>	<p>of high-quality public realm elements in new community design.</p> <p>Staff have proposed modifications to Part III, 7.2.1 e) to highlight the importance of incorporating street trees, landscaping and vegetation into the public realm.</p> <p>Staff have not recommended modifications to the following definitions: Compact Built Form, Complete Street and Urban Design Brief.</p> <p>In OPA 119, the proposed Compact Built Form definition has been updated to reflect the 2019 Growth Plan.</p> <p>In OPA 119, the proposed Complete Street definition is based on the NACTO definition and focuses on transportation objectives. Staff note that the definition</p>

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		<p>foster livability while enhancing the <i>public realm</i> and encouraging sustainable growth patterns.</p> <p>Urban Design Brief – A report prepared by a <i>qualified person</i> that analyzes and demonstrates how a proposed <i>development</i> meets the urban design objectives and policies of this Plan and any relevant approved Council-adopted <i>design guidelines</i> and provides a description of the overall architectural expression; relationship to planned and establish context; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; integration of public art; sustainable building elements; and other urban design features that ensure design excellence. The specific requirements of the <i>urban design brief shall</i> be reflective of individual <i>development applications</i> and its scope <i>shall</i> be determined by the <i>City</i> on a case by case basis.</p>	<p>for “Complete Street” includes a reference to public realm.</p> <p>Staff is of the opinion that the proposed definition of “Urban Design Brief” in OPA 119 provides sufficient flexibility for staff to require applicants to include commentary about the public realm. The existing and proposed policies highlight the importance of public realm elements and the proposed definition of “Urban Design Brief” requires applicants to analyze and demonstrate how a proposed development meets the urban design objectives and policies of the Official Plan.</p>
3	<p>Opportunities to strengthen compatibility policies and the built form transitions to surrounding areas;</p>	<p>Part III, 7.2.1 d) Major Transit Station Area Special Planning Area, Objectives</p> <p>d) To ensure that there is appropriate transition in scale, intensity, height, massing and spacing of <i>development</i> <u>including appropriate transitions between various land uses and built forms.</u></p>	<p>Staff have proposed modifications to Part III, 7.2.1 d) to strengthen policy language regarding appropriate transitions between various land uses and built forms.</p>
4	<p>Policies that identify innovative sustainable energy, water, landscape and waste management practices should address mitigating</p>	<p>Part III, 7.2.1 i) Major Transit Station Area Special Planning Area, Objectives</p>	<p>Staff have proposed modifications to Part III, 7.2.1 i) to highlight the inclusion of sustainable practices and infrastructure that will assist with</p>

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	the impacts of climate change, sustainable development practices and green infrastructure.	i) To prioritize and implement innovative sustainable <u>practices and infrastructure related to</u> energy, water, landscape and waste management practices <u>that together assist with adapting to the impacts of climate change.</u>	adapting to the impacts of climate change.