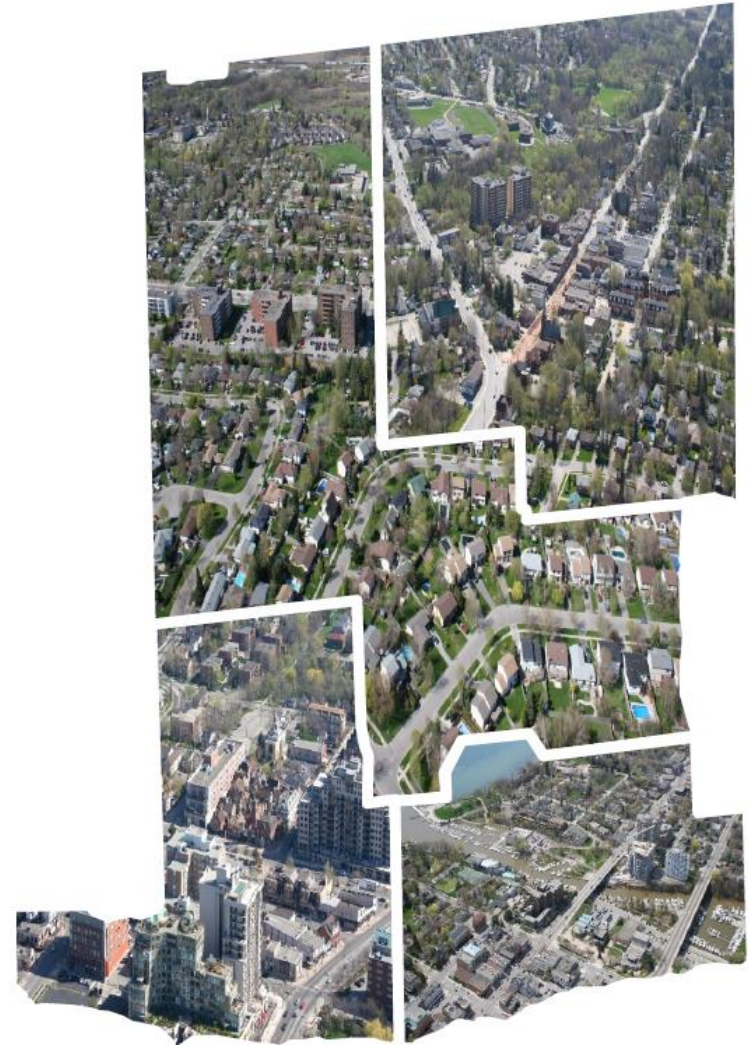


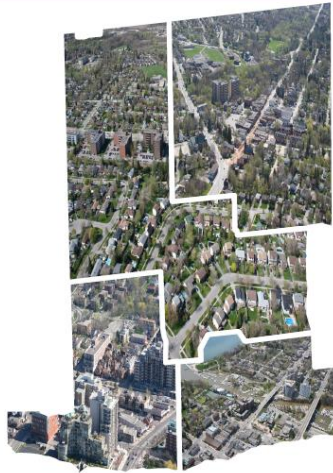
# Regional Official Plan Review Update

Growth Concepts Discussion Paper  
and Regional Official Plan  
Amendment 48

City of Burlington  
CPRM Committee  
April 6, 2021



# Integrated Growth Management Strategy Growth Concepts Discussion Paper



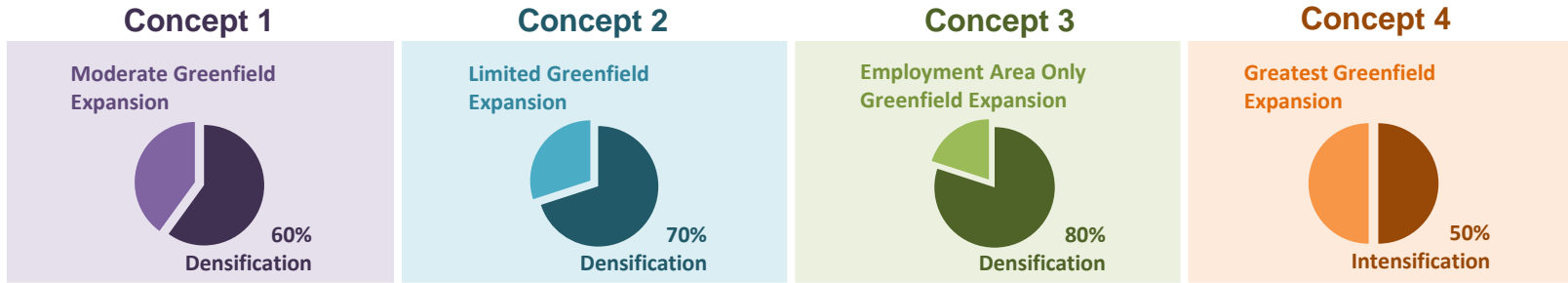
## Halton Integrated Growth Management Strategy

Growth Concepts Discussion Paper



- The Growth Concepts Discussion Paper:
  - Provides an evaluation of four Growth Concepts, supported by technical analysis, including with respect to potential settlement area boundary expansion
  - Will be used to develop Preferred Growth Concept, as basis for a draft Regional Official Plan Amendment
  - Series of Technical Appendices addressing: development of Growth Concepts; technical assessment; settlement boundary expansion; evaluation.





# The Four Growth Concepts



<b>Similarities</b>	<ul style="list-style-type: none"> <li>At least 50% of all new units assigned to built within the Built-Up Area</li> <li>All new Community Designated Greenfield Area is planned for a density of 65 persons and jobs per hectare</li> </ul>
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<b>Differences</b>	<ul style="list-style-type: none"> <li>50% densification to 2031, then 60% densification to 2051</li> <li>Lower share of employment growth in Employment Areas relative to Concept 4</li> </ul>	<ul style="list-style-type: none"> <li>70% densification (2031 to 2051)</li> <li>Share of employment growth in Employment Areas midway between Concepts 1 and 3</li> <li>One-half the amount of new community Designated Greenfield Area of Concept 1</li> </ul>	<ul style="list-style-type: none"> <li>About 80% densification (2031 to 2051)</li> <li>Least share of employment growth in Employment Areas</li> <li>Build out of existing Designated Greenfield Area only</li> </ul>	<ul style="list-style-type: none"> <li>50% intensification in Built-Up Area (2021 to 2051)</li> <li>Greatest share of employment growth in Employment Areas</li> </ul>
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# Potential New Greenfield Areas by Concept

	Concept 1 Moderate Greenfield Expansion  60% Densification	Concept 2 Limited Greenfield Expansion  70% Densification	Concept 3 Employment Area Only Greenfield Expansion  80% Densification	Concept 4 Greatest Greenfield Expansion  50% Intensification
<b>New Community Area Designated Greenfield Area (ha)</b>	<b>1,460</b>	<b>730</b>	<b>0</b>	<b>2,080</b>
<b>Milton / Halton Hills split (%)</b>	49% / 51%	55% / 45%	n/a	34% / 66%
<b>New Employment Area Designated Greenfield Area (ha)</b>	<b>1,170</b>	<b>1,100</b>	<b>980</b>	<b>1,220</b>
<b>Milton / Halton Hills split (%)</b>	42% / 58%	54% / 46%	54% / 46%	45% / 55%
<b>Total Settlement Area Expansion (ha)</b>	<b>2,630</b>	<b>1,830</b>	<b>980</b>	<b>3,300</b>

# A Burlington Perspective on the Four Growth Concepts

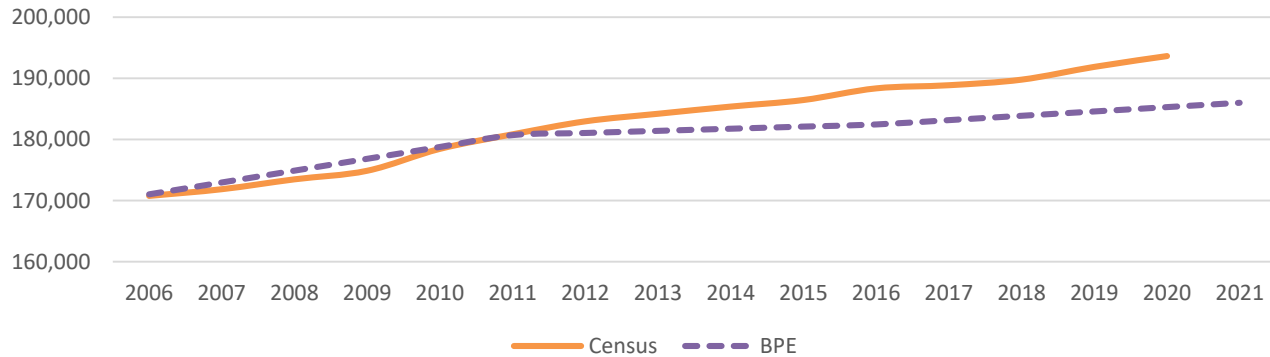
## Population and Employment Growth by Concept 2031-2051

2031 to 2051		Burlington Employment Growth	Burlington Employment Growth Share	Halton Employment Growth	Burlington Population Growth	Burlington Population Growth Share	Halton Population Growth
<b>Concept 1</b> <b>Moderate</b> <b>Greenfield</b> <b>Expansion</b> 		18,400	12%	150,000	51,050	15%	334,000
<b>Concept 2</b> <b>Limited</b> <b>Greenfield</b> <b>Expansion</b> 		20,200	12%	150,000	56,400	17%	334,000
<b>Concept 3</b> <b>Employment</b> <b>Area Only</b> <b>Greenfield</b> <b>Expansion</b> 		21,700	12%	150,000	61,050	18%	334,000
<b>Concept 4</b> <b>Greatest</b> <b>Greenfield</b> <b>Expansion</b> 		16,500	11%	150,000	45,190	14%	334,000

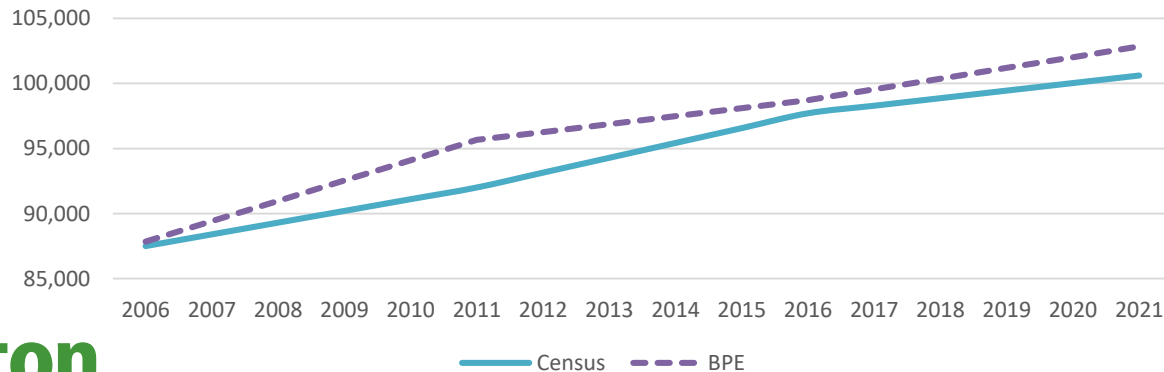
# A Burlington Perspective on the Four Growth Concepts

## Comparing Population and Job Growth and Best Planning Estimates from 2006 to 2021

Burlington Population, 2006 - 2021 (Census vs. BPE)

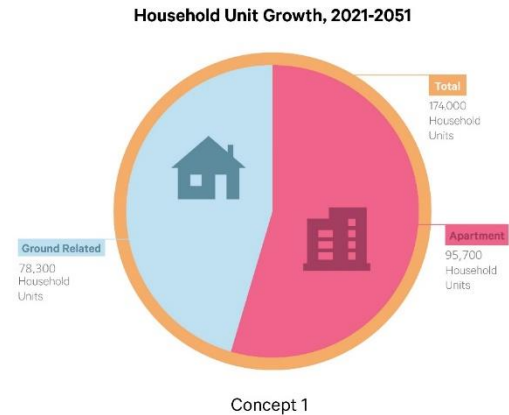
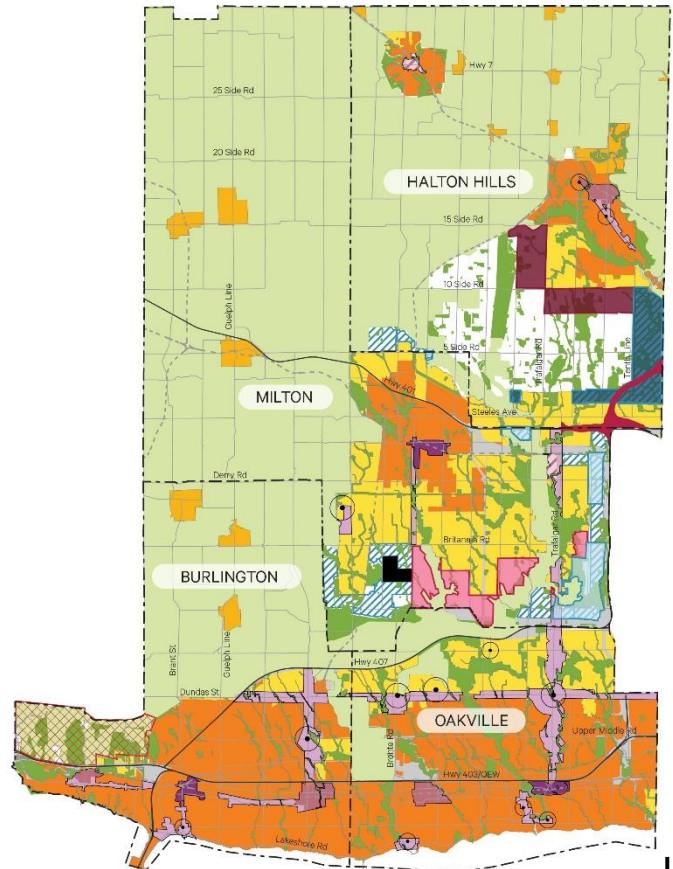
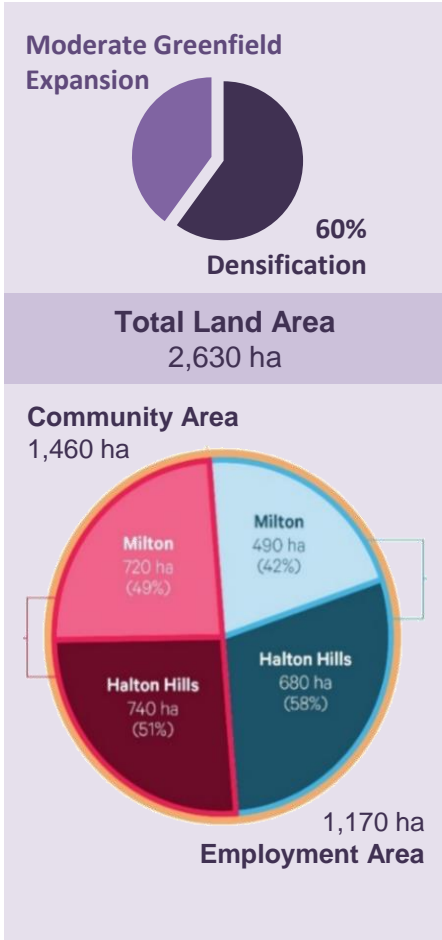


Burlington Jobs, 2006 - 2021 (Census vs. BPE)



# Growth Concepts

## Concept 1: 60 % Densification/Moderate Greenfield Expansion



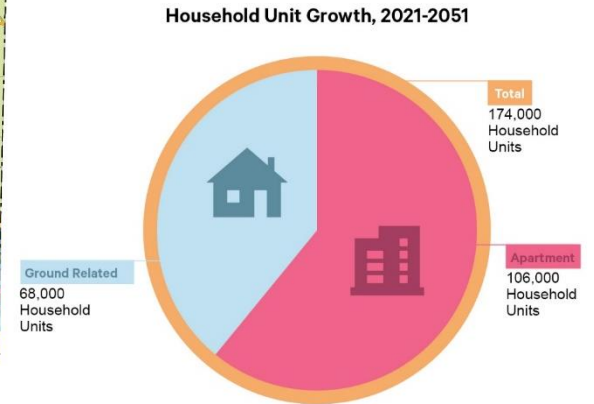
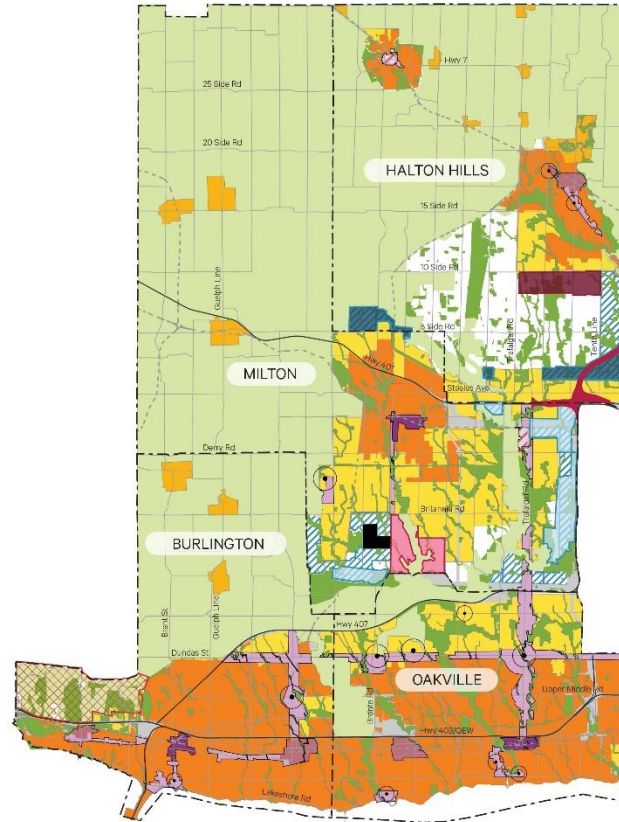
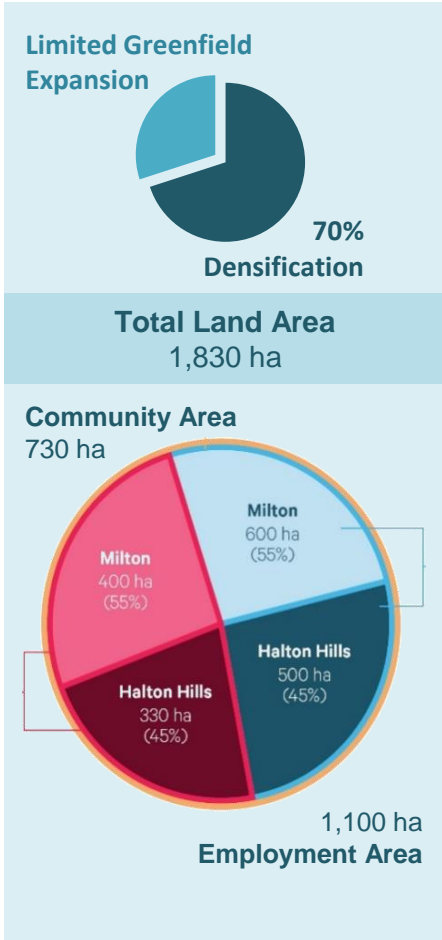
Location of Halton's Housing Growth, 2021 - 2051



Additional High Density Units in Existing Designated Greenfield Area



# Concept 2: 70% Densification/Limited Greenfield Expansion



Location of Halton's Housing Growth, 2021 - 2051



Additional High Density Units in Existing Designated Greenfield Area

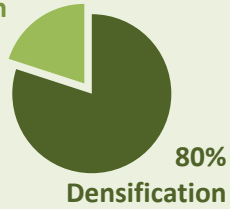




Growth Concepts

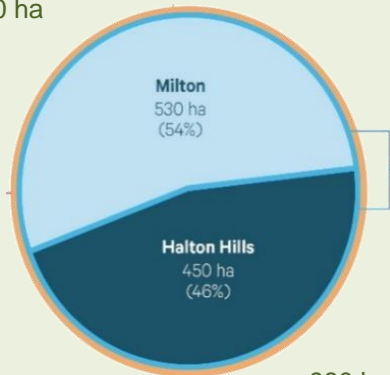
# Concept 3: 80% Densification/Employment Only Expansion

Employment Area Only Greenfield Expansion

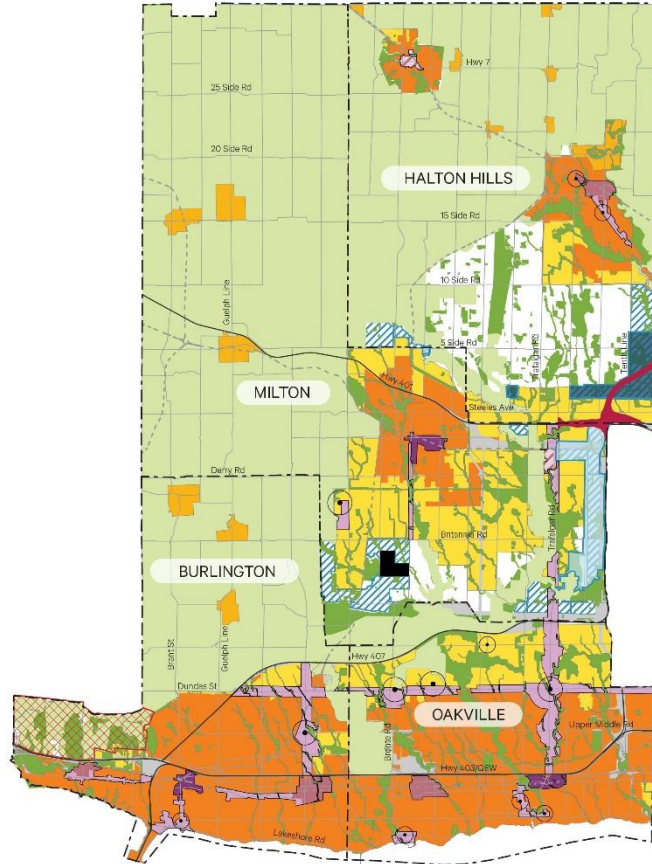


Total Land Area  
980 ha

Community Area  
0 ha



980 ha  
Employment Area



Built-Up Area



Household Unit Growth, 2021-2051



Location of Halton's Housing Growth, 2021 - 2051

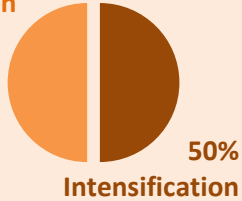
Existing Designated  
Greenfield Area

Additional High Density Units in Existing Designated Greenfield Area



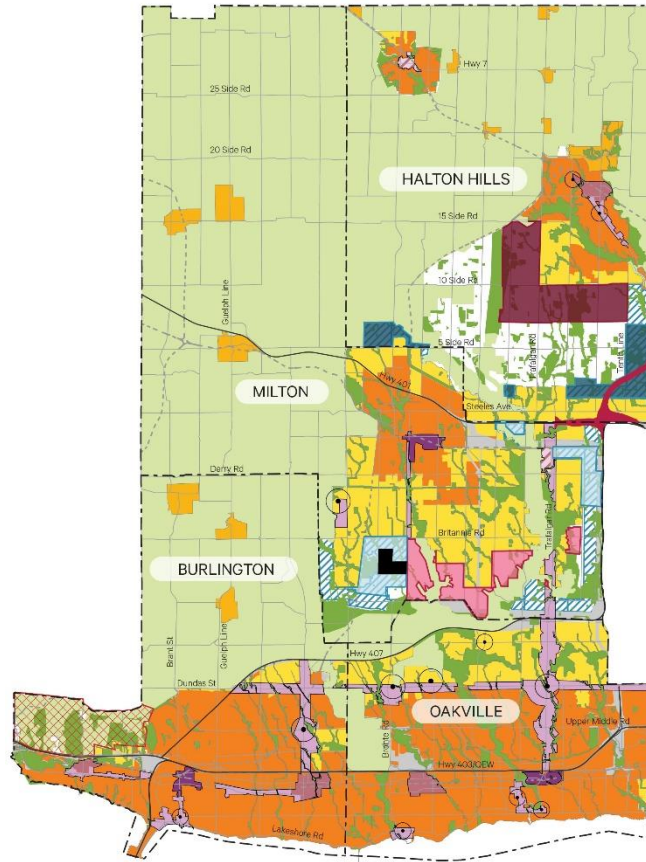
# Concept 4: 50% Intensification/Greatest Greenfield Expansion

## Greatest Greenfield Expansion



Total Land Area  
3,300 ha

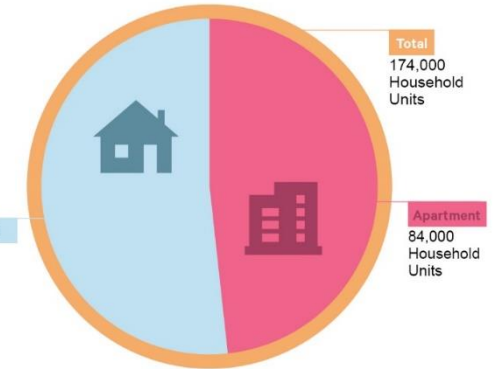
## Community Area 2,080 ha



Built-Up Area

50%

## Household Unit Growth, 2021-2051



## Location of Halton's Housing Growth, 2021 - 2051

Existing Designated Greenfield Area    New Designated Greenfield Area

28%    2%    20%

Additional High Density Units in Existing Designated Greenfield Area

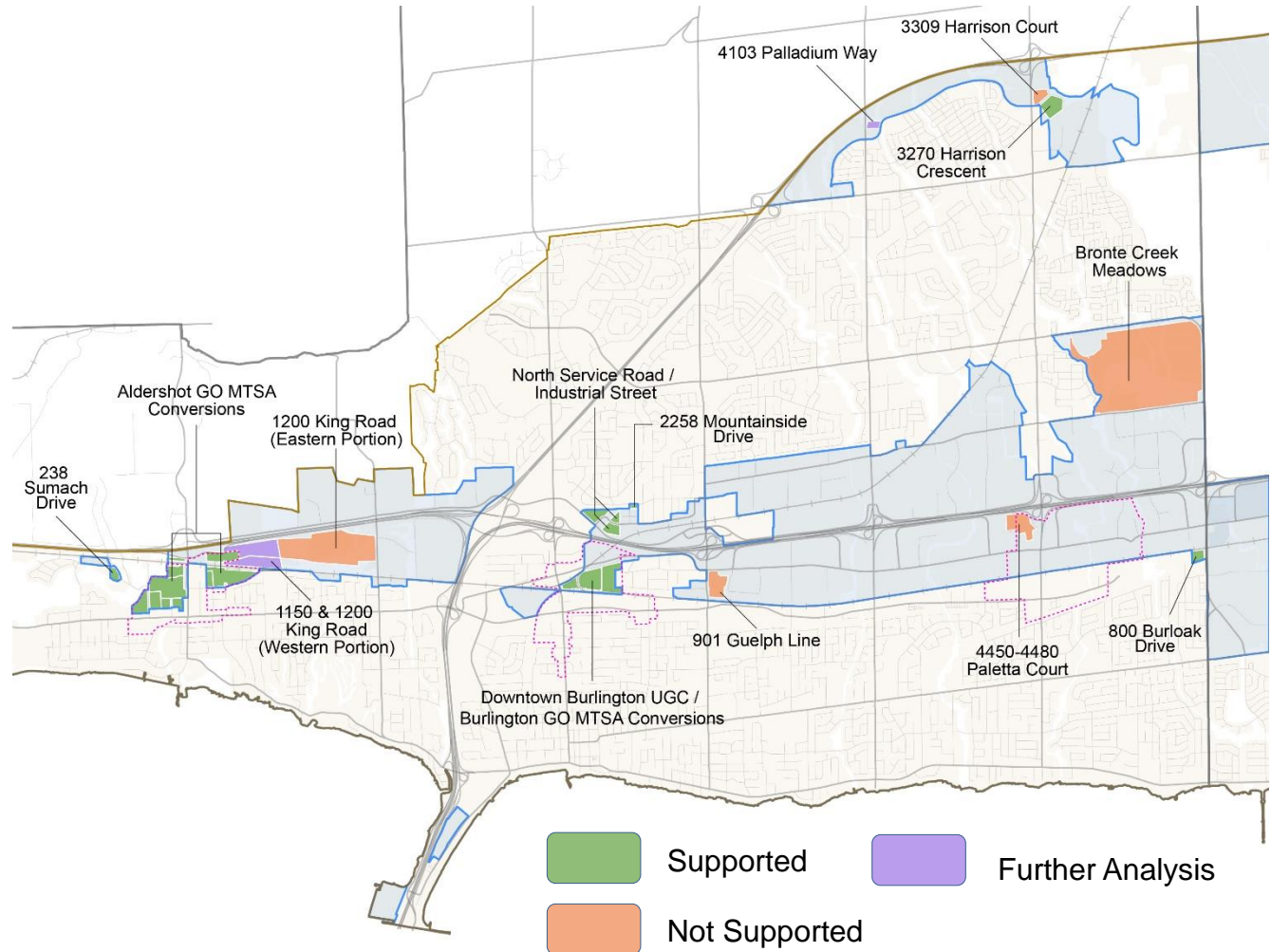
# Employment Conversions – Tested for Growth Concepts

	Burlington	Milton	Oakville	Halton Hills
Employment Conversions included in all four Growth Concepts & ROPA 48	<ul style="list-style-type: none"> <li>Aldershot Major Transit Station Area</li> <li>Downtown Burlington Urban Growth Centre/ Major Transit Station Area (partial)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Education Village (North)</li> <li>Meritor (Milton)</li> <li>Bronte/Main (Milton)</li> </ul>	<ul style="list-style-type: none"> <li>Bronte GO Major Transit Station Area (partial)</li> <li>Palermo Village (north)</li> <li>Hospital District (entire)</li> </ul>	<ul style="list-style-type: none"> <li>Acton GO Major Transit Station Area</li> <li>344 Guelph Street, Georgetown</li> </ul>
Employment Conversions tested in the four Growth Concepts		<p><b><u>Tested in Concepts 1, 2, and 3</u></b></p> <ul style="list-style-type: none"> <li>Trafalgar GO Major Transit Station Area</li> </ul> <p><b><u>Tested in Concepts 2 and 3</u></b></p> <ul style="list-style-type: none"> <li>Agerton (South)</li> <li>Milton Education Village (South)</li> </ul>	<p><b><u>Tested in all Concepts</u></b></p> <ul style="list-style-type: none"> <li>Bronte GO Major Transit Station Area (Partial)</li> </ul> <p><b><u>Tested in Concepts 2 and 3</u></b></p> <ul style="list-style-type: none"> <li>Burnhamthorpe/Neyagawa (North Oakville)</li> </ul>	

- Employment Area conversions affect the amount of land available for employment uses and residential uses
- Assessment of the potential conversions was undertaken and those supported are included in all Growth Concepts and factored into the land supply analysis
- Other conversions require further analysis, and were tested in the Growth Concepts

# Employment Conversions – Summary of the Initial Assessment of Requests within the City of Burlington

- In total, 22 conversion requests located in Burlington were submitted to the Region and assessed
- An initial assessment of these requested determined if they were ‘Supported’, ‘Not Supported’, or if ‘Further Analysis’ was required.



# The Evaluation Framework



- Urban structure
- Employment land supply
- Healthy and complete communities



- Financial impact
- Efficient use of infrastructure



- Agricultural land base and system
- Natural heritage protection
- Climate change



- Travel by multiple means of transportation
- Transit-supportive development
- Moving goods to business, consumers, and industries
- Employment areas

# Themes 1 & 2: Key Findings



- Urban structure
- Employment land supply
- Healthy and complete communities



- Financial impact
- Efficient use of infrastructure

## Urban Structure and Employment Land Supply

- Concepts 1, 2 and 3 embrace intensification and higher-density mixed-use development
- Concepts 1 and 4 better achieve a balanced unit mix
- Concepts 1 and 4 better protect existing employment uses
- Concept 3 offers the least protection for existing designated employment areas

## Fiscal Impact Assessment

- There is some variation between Growth Concepts at the Regional level
- Concepts 1 and 4 would result in a slightly more favourable Regional financial impact
- However, the tax revenue potential of high-density development may improve over time.
- Higher rates of intensification in Concepts 2 and 3 would likely result in changes to sizes and configuration of apartment units

# Theme 2: Key Findings



- Financial impact
- Efficient use of infrastructure

## Transportation

- No one Growth Concept is preferred from a Transportation perspective
- All Growth Concepts will use the existing capacity of the road network prior to the identification of any capacity expansion
- Concept 3 and 4 exhibit potential for marginally higher transportation capital costs depending on the transportation solution
- All four Growth Concepts provide similar opportunities for phasing and scheduling of transit infrastructure

## Water and Wastewater

- The location and configuration of growth has a direct impact on the capacity and size requirements of future Regional infrastructure
- Intensification has the potential to better utilize existing infrastructure
- Concept 3 exhibits potential for lower water/wastewater capital costs,
- All four Growth Concepts provide opportunity for phasing and scheduling of water and wastewater infrastructure

# Theme 3: Key Findings



- Agricultural land base and system
- Natural heritage protection

## Agricultural land base and system

- Almost all potential settlement area boundary expansion lands identified in the Growth Concepts are located on prime agricultural areas.
- Concept 3 retains the greatest amount of prime agricultural area contiguous to settlement areas and maximizes the amount of agricultural lands to support the agricultural system.
- Concept 3 best protects prime agricultural lands with most productive and fertile soils

## Natural Heritage Protection

- None of the Growth Concepts propose any removal or encroachment into the Natural Heritage System
- A more detailed evaluation showed Concept 3 best achieved additional metrics such as minimizing Natural Heritage System fragmentation

## Mineral Aggregates

- Concept 3 best limits the proximity of incompatible uses to mineral aggregate operations and mineral extraction areas
- Concept 3 also retains the greatest area for mineral extraction



# Theme 3 & 4: Key Findings



- Climate change

## Climate Change

- All four Growth Concepts exhibit the same level of emissions measured as vehicle kilometres travelled and average speed
- Concept 3 would best achieve compact built-form as it has the greatest amount of growth located in Strategic Growth Areas serviced by existing or planned transit infrastructure



- Multi-modal transportation
- Transit-supportive development
- Moving goods
- Employment areas

## Growing the Economy & Moving People and Goods

- All Concepts direct a significant growth to nodes and corridors
- All Concepts developed with connectivity between future development and the Region's transportation network
- All Concepts provide similar opportunities to enhance connectivity of goods movement and location of Employment Areas adjacent to major goods movement facilities and corridors
- Concepts that direct growth to Strategic Growth Areas will best support transit and multi-modal infrastructure

## Developing the Draft Preferred Growth Concept: Key Considerations



Growth Management

- What intensification rate should be used and over what planning horizon?



Infrastructure

- Should mobility (transit, auto, active transportation), dictate the location and density of growth to 2051 to optimize the overall potential of the transportation system?



Fiscal Impact Assessment

- How can the Region and local municipalities manage financial impacts associated with growth in a fiscally sustainable manner?



Agriculture

- Where, if any, should new Designated Greenfield Lands be located to avoid and/or minimize adverse impacts on the agricultural system?



### Developing the Draft Preferred Growth Concept: Key Considerations



Mineral Aggregate  
Extraction

- If new Designated Greenfield Lands are required, can mineral aggregate operations and mineral extraction areas be avoided?



Climate Change

- To what extent can climate change be mitigated and how can future communities be adaptable to climate change through compact built form, sustainable transportation, protection of agricultural lands, and protection of natural heritage and healthy watersheds?



Natural Heritage Systems  
and Healthy Watershed

- Development occurring adjacent to the system can cause negative impacts. To what degree can the adverse impact on the Natural Heritage System caused by adjacent development be mitigated/avoided?



Multi-Modal  
Transportation, Transit-  
Supportive Densities and  
Good Movement

- Where should growth be located to promote transit-supportive densities?

# Implementing Regional Urban Structure

- Urban Growth Centre policy/mapping updates
- Protected Major Transit Station Area policy framework
- The Regional Urban Structure establishes a hierarchy of strategic growth areas

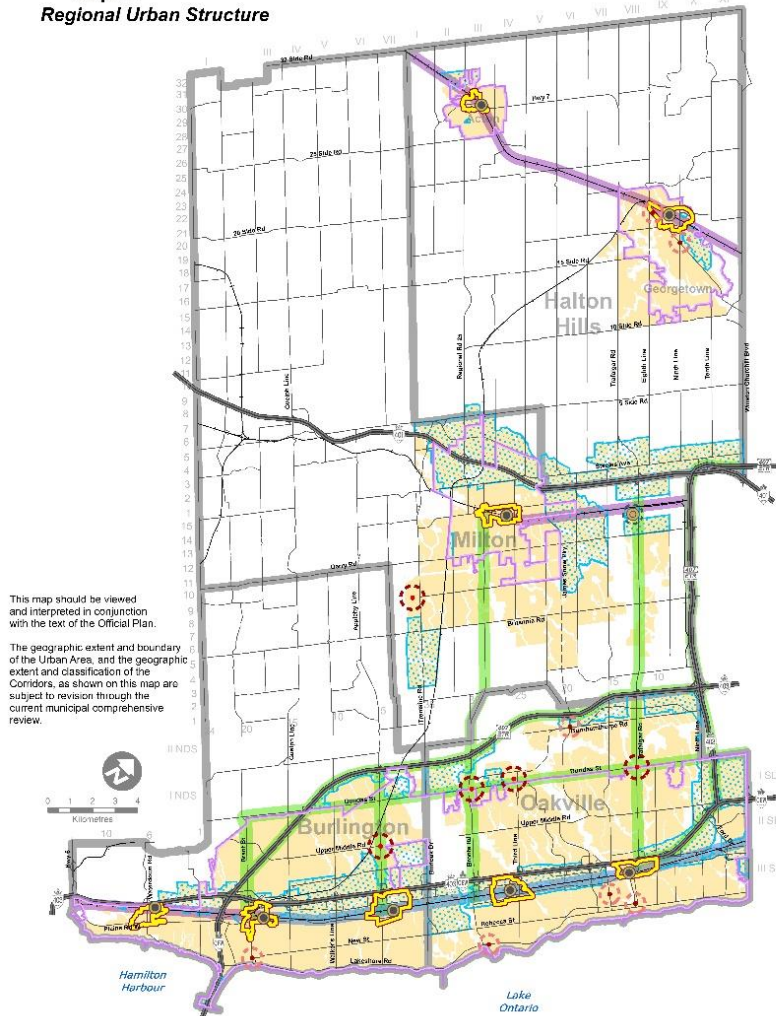


- Principles for identifying proposed Major Transit Station Areas
- Primary and Secondary Regional Nodes
- Delineation and Density Targets

# Regional Official Plan Amendment 48

## Proposed Regional Urban Structure

Map 1h  
Regional Urban Structure



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

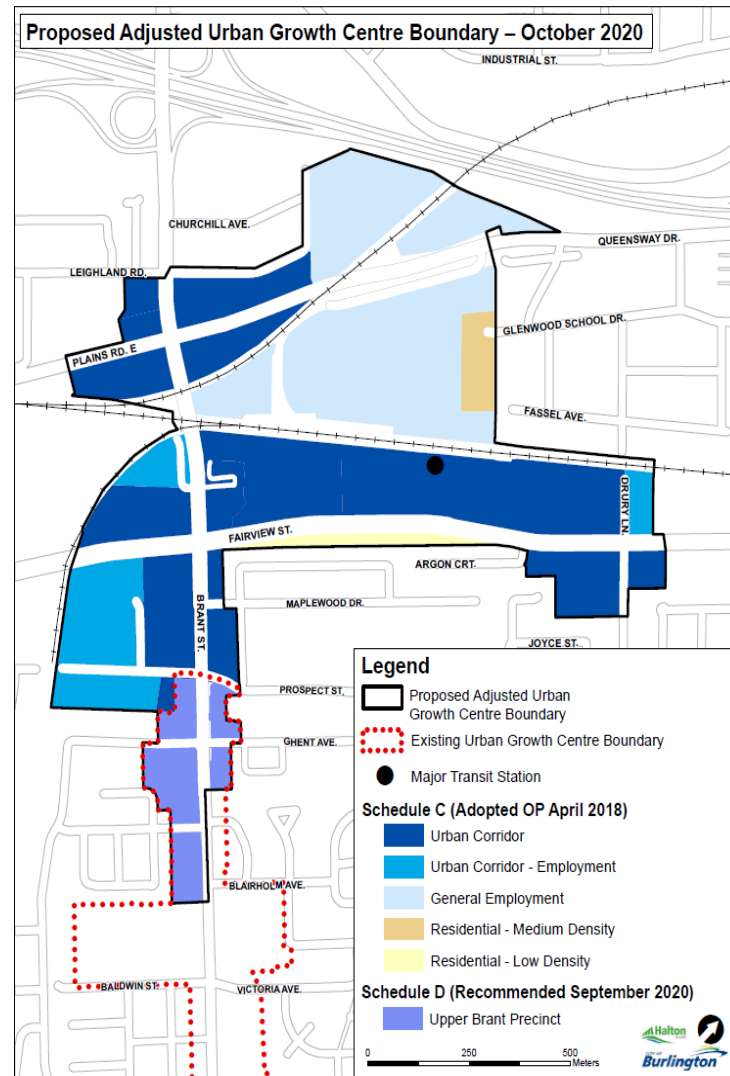
The geographic extent and boundary of the Urban Area, and the geographic extent and classification of the Corridors, as shown on this map are subject to revision through the current municipal comprehensive review.

- Major Transit Station
- Proposed Major Transit Station
- Rail Line
- Proposed Major Arterial
- Major Road
- Urban Area
- Built Boundary
- Employment Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- Priority Transit Corridor
- Lot and Concession Line
- Municipal Boundary
- Urban Growth Centre
- Major Transit Station Area (MTSA)
- Primary Regional Nodes
- Secondary Regional Nodes

January 25, 2020

# Adjustment to the Urban Growth Centre boundary

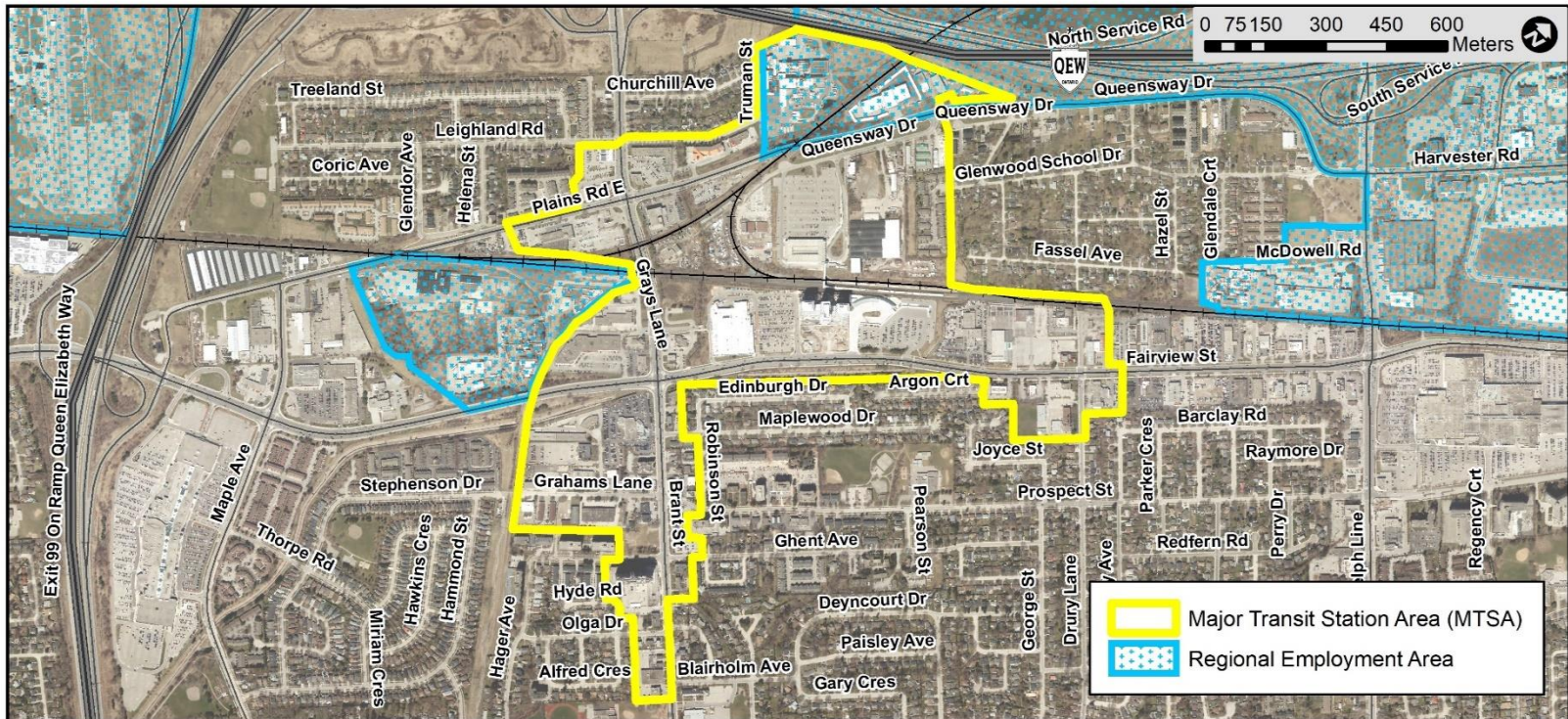
- Proposed adjusted Urban Growth Centre boundary that:
  - Directs intensification growth to a Major Transit Station Area on a Provincial Priority Transit Corridor
  - Supports the proposed hierarchy of strategic growth areas
  - Leverages public infrastructure investment



# Advancing Mapping Updates and Strategic Growth Area Targets: Burlington Major Transit Station Area

- Proposed density target of 200 residents and jobs per hectare
- Target proportion of 65% residents and 35% jobs

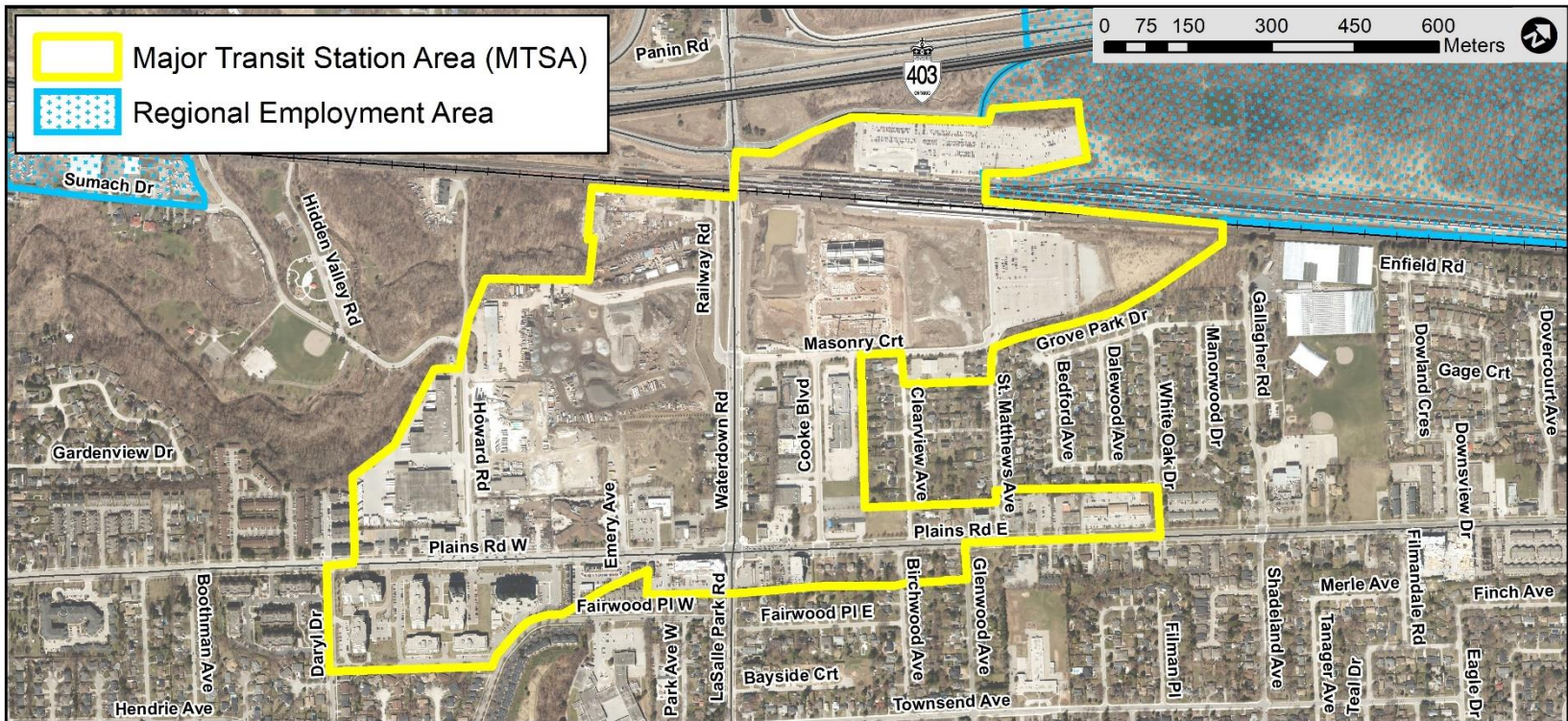
**Map 6b - Burlington GO UGC/MTSA**



# Advancing Mapping Updates and Strategic Growth Area Targets: Aldershot GO Major Transit Station Area

- Proposed density target of 150 residents and jobs per hectare
- Target proportion of 75% residents and 25% jobs

**Map 6d - Aldershot GO MTSA**

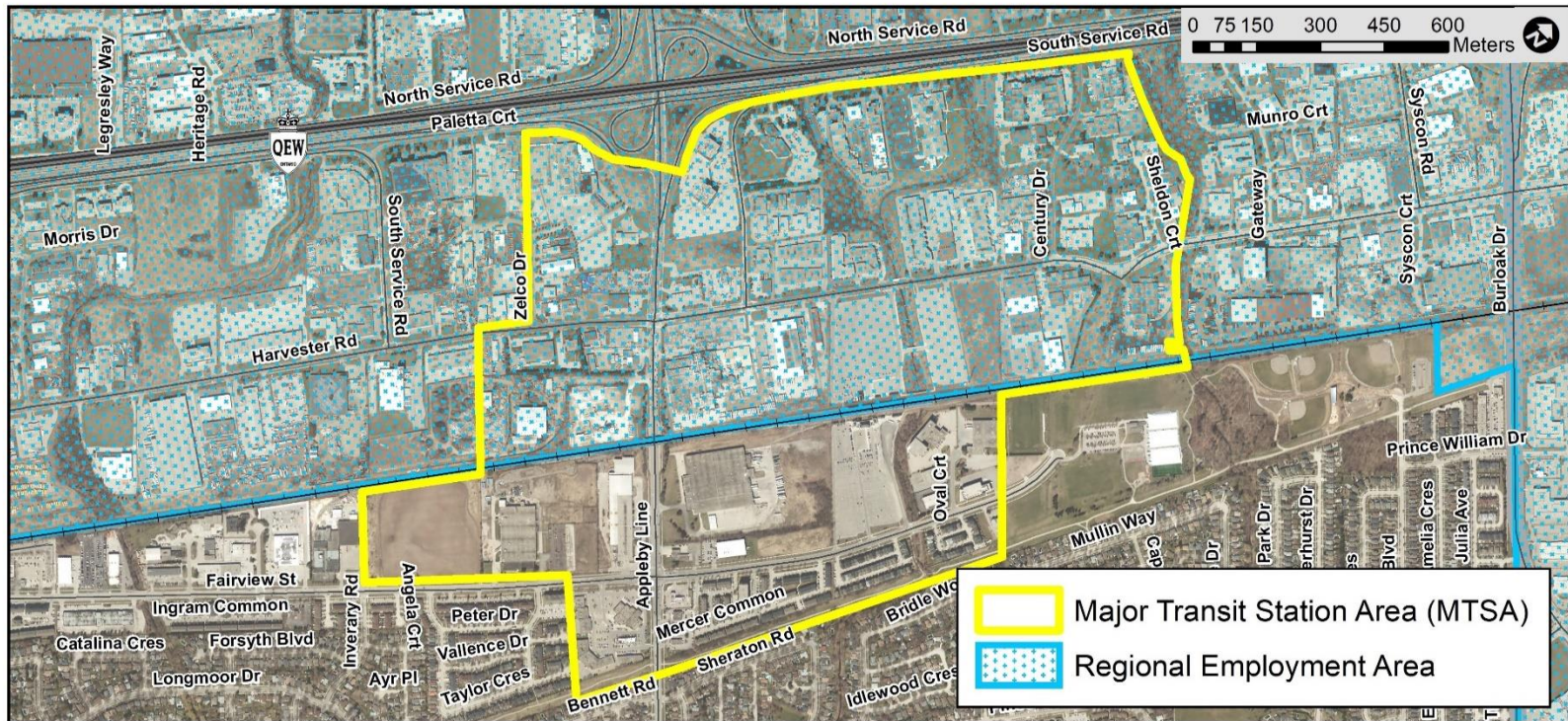




# Advancing Mapping Updates and Strategic Growth Area Targets : Appleby GO Major Transit Station Area

- Proposed alternative density target of 120 residents and jobs per hectare
- Target proportion of 40% residents and 60% jobs

*Map 6e - Appleby GO MTSA*



# Introducing Strategic Growth Area Growth Targets

New Table 2b:

- Minimum density targets for Strategic Growth Areas (i.e. Major Transit Station Areas)
- Target proportional mix of residents and jobs within certain Strategic Growth Areas

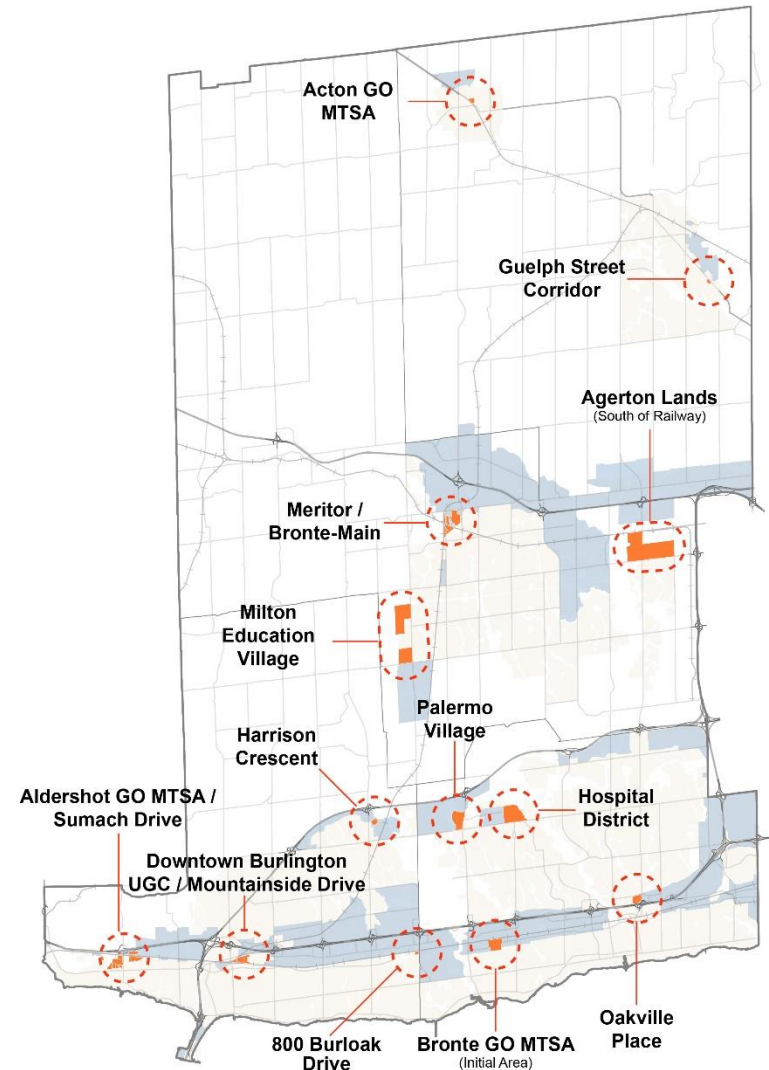
\* For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan.

\*\* Alternative target subject to Ministers approval.

Strategic Growth Area	Minimum Density Target *	Target Proportion of Residents & Jobs	
		Residents	Jobs
<b>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</b>			
Midtown Oakville / Oakville GO	200	65%	35%
Downtown Burlington / Burlington GO	200	65%	35%
<b>Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor</b>			
Downtown Milton / Milton GO	200	65%	35%
<b>Major Transit Station Areas on a Priority Transit Corridor</b>			
Bronte GO	150	40%	60%
Appleby GO	120 **	40%	60%
<b>Major Transit Station Areas on a Commuter Rail Corridor</b>			
Aldershot GO	150	75%	25%
Georgetown GO	100	80%	20%
Acton GO	70	70%	30%
<b>Proposed Major Transit Station Areas</b>			
Proposed Trafalgar GO	TBD	TBD	TBD
<b>Primary Regional Nodes</b>			
Uptown Core, Oakville	n/a	85%	15%
Hospital District, Oakville	n/a	40%	60%
Milton Education Village	n/a	55%	45%
Palermo Village, Oakville	n/a	60%	40%
Uptown Urban Centre, Burlington	n/a	70%	30%

# Advancing Strategic Employment Conversions

- Advancing some employment area conversions identified as having strategic importance
- Implementing a policy framework intended to maintain an appropriate mix of employment and residential uses
- More prominent conversions in Aldershot GO Station Major Transit Station Area and the Downtown Burlington Major Transit Station Area



# Integrated Growth Management Strategy Considerations

## Considered in Regional Official Plan Amendment 48

- Urban Growth Centre boundaries and 2031 targets
- Major Transit Station Area boundaries and capacity targets to establish MTSA's
- 2051 population and employment forecast for the Region
- Employment conversions having a strategic importance to local municipalities – including Agerton and south Milton Education Village as per Council direction

## Considered in the broader Integrated Growth Management Strategy

- 2051 allocation of growth to Urban Growth Centres
- 2051 allocation of growth to Major Transit Station Areas
- Regional Corridors in the Regional Urban Structure and policy framework
- 2051 population and employment allocations to local municipalities
- Consideration of additional employment conversions that have a direct impact on the land budget and tested in the Growth Concepts

## Next Steps

# Next Steps

### Integrated Growth Management Strategy & Growth Concepts

- Growth Concepts Discussion Paper has been released for consultation (February to May 2021)
- A further resolution with respect to the Growth Concepts Discussion Paper will be considered at the Regional Council meeting April 21st
- A robust public engagement process is underway which will include; 5 PICs designed to allow for real time public input, opportunities for individuals and small groups to speak one-on-one with Regional Planners, stakeholder meetings, and an online questionnaire. Special attention is being paid to the needs of rural residents with limited or no internet
- Draft Preferred Growth Concept to be developed based on feedback
- Final Preferred Growth Concept Report and conclusion of the IGMS anticipated Fall 2021

### Regional Official Plan Amendment 48

- Dates for the Regional Official Plan Amendment 48 Public Information Centre and statutory public meeting anticipated in June 2021
- Notifications will be sent to the public and agencies about Regional Official Plan Amendment 48 engagement opportunities
- Regional Official Plan Amendment 48 will be presented at the statutory public meeting and will be made available to the public on the Region's website at least 20 days prior in accordance with Planning Act requirements

